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USSR Report

TRANSPORTATION



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CIVIL AVIATION

BUGAYEV, OTHERS ON MINISTRY REORGANIZATION, RELATED TOPICS

Moscow VOZDUSHNYY TRANSPORT in Russian 1 Apr 86 pp 1-2

[Report by Minister of Civil Aviation B. Bugayev and addresses by V. Kolchanov, chief of the ministry's Political Administration; V. Solomatin, chief of the GlavPEU [Economic Planning Main Administration]; and others at expanded meeting of the Ministry of Civil Aviation Collegium under the "With the Course of the 27th CPSU Congress" rubric: "The Energy of Plans into the Energy of Concrete Actions: The Sector's Tasks at an Expanded Meeting of the Ministry of Civil Aviation Collegium"]

[Excerpts] The strategic course toward acceleration of the country's socioeconomic development advanced at the April (1985) Plenum of the CPSU Central Committee and approved by the party congress has met with national support and the working people's warm approval. The atmosphere of adherence to party principle and unity, exactingness and Bolshevik truth, open exposure of shortcomings and neglect, and thorough analysis in which the party congress was held forms the basis today for the work of party organizations and labor collectives and has become the guide toward decisive rebuilding and energetic action for the Soviet people.

How to do this more successfully and better, learning lessons from past miscalculations and shortcomings, and interpreting the aims of the congress in a Leninist, party manner--a frank discussion on this was held at an expanded meeting of the Ministry of Civil Aviation Collegium, which reviewed the tasks facing the sector for implementation of the decisions of the 27th CPSU Congress.

A. Soshnikov, deputy chief of a department of the CPSU Central Committee; N. Stroyev, responsible official of the USSR Council of Ministers; and representatives of ministries and departments, the Aviation Workers Trade Union Central Committee, and city party and soviet organs took part in the work of the expanded meeting of the collegium.

B. Bugayev, minister of civil aviation, member of the CPSU Central Committee and delegate to the party's 27th Congress, delivered a report at the expanded meeting.

V. Kolchanov, chief of the Political Administration of Civil Aviation; V. Solomatin, member of the Ministry of Civil Aviation Collegium and chief of the GlavPEU; and production leaders, supervisors and employees of the territorial subunits of Aeroflot addressed the expanded meeting of the collegium.

Improving the Sector's System of Administration and Management Methods

It was emphasized at the congress that turning production to the path of all-round intensification with previous methods and old organizational forms is impossible.

There are quite a number of problems which have to be resolved in this direction by the ministry's Structural Commission and collegium. The draft of the General Plan for Administration of Civil Aviation developed by the ministry is now being defined more precisely. It is being planned to shift individual subunits in an activity to a two-unit system of administration.

The necessity of reexamining the system of administration and technology for maintaining and repairing aircraft cannot be put off. With these objectives specific proposals must be prepared on shifting the sector to a fundamentally new technology for maintaining and repairing airplanes and helicopters.

The congress set the task of making wages strictly dependent on the amount and quality of work. In this regard, new conditions and a system of salaries and wage rates are being worked out in the sector. This will make it possible to increase the wages of aviation workers by an average 23-25 percent by the end of the five-year plan. It is very important that each aviator has a sense of the direct dependence of wages on his real labor contribution.

The Basic Directions have called for an increase in the significance of indicators reflecting efficient utilization of material and financial resources and fixed capital. One of the main causes of the decrease in the level of the output-capital ratio and profitability has been the low level of airplane and helicopter utilization for the hours of flying time accrued.

Utilization of such important reserves as improvement in the transportation structure in favor of long-range mainline aircraft and reinforcement of the motivation of cockpit personnel to conduct flights on straightened routes must be stimulated.

Intensification-An Important Lever

The party puts forward acceleration of scientific and technical progress as the principal such lever. Wide-scale introduction of new-generation equipment and fundamentally new technologies which ensure the highest productivity and efficiency are contributing to this.

The sector has the necessary production scientific and technical potential. Fulfillment of special-purpose comprehensive programs in the basic directions of scientific and technical progress is producing results. Labor productivity in the sector is outstripping the increase in wages. It increased by 11 percent during the five-year plan. The volume of air traffic has increased due to introduction of UVD [air traffic control] systems. More landings under [ICAO] category procedures have been begun.

The unified system of air traffic control requires improvement based on accelerated introduction of automated systems and superior organization and responsibility. Ergonomic research being conducted by the GosNII [State Scientific Research Institute] and the NETs AUVD [Scientific Experimental Center for Air Traffic Control Automation] should guarantee the individual's reliable activity through scientific organization of the work place for crew members and air traffic controllers.

The Basic Directions also call for consistent reduction in the use of manual and hard physical labor. This involves particularly the materials handling, warehousing and other ancillary operations. The Mechanization Department of the GlavNTU [Scientific and Technical Main Administration] is not coping with the work and has lost its guiding role.

The GlavNTU has to reorganize its work and eliminate serious shortcomings, to single out the main directions and to concentrate their basic efforts on them. The sector's scientific research organizations should concern themselves more actively with the sector's specific problems, and not research in general.

The role of the ministry's scientific and technical council must be enhanced, and it must be made the original organ for guiding scientific and technical progress in the sector.

Flight Safety and Strong Discipline

Reinforcing supervisory personnel in a number of services which directly affect flight safety and providing flight subunits with specialists having more production experience and higher vocational training is among the immediate tasks being set. Sectorial administrations should engage firsthand in active organizational work in aviation enterprises.

The condition of discipline in the sector still does not meet the requirements set forth by the party's Central Committee. Conditions of intolerance toward violators of labor and industrial discipline, toward any deviation from flight rules, must be established in each labor collective. Supervisory personnel should exert influence on the strengthening of discipline by their personal example and high exactingness. Together with the trade unions, we must continuously strengthen the role of labor collectives and improve forms and methods of training aviation workers.

As the congress requires, the range of problems to be resolved definitively by labor collectives, including those of economic and moral incentive, must be expanded. For this reason, it is necessary to enhance the role of brigade councils and general meetings of workers and employees and the responsibility of supervisors for implementation of their decisions in every way possible.

It is necessary to focus socialist competition on accelerating scientific and technical progress and increasing quality indicators, economy and thrift. This will help to reach the limits set by pledges in each collective and each work place. The purposeful solution of social problems will also contribute to this. It is very important if they are to be successfully realized.

The Sector's Social Plans

At the same time, there are still many shortcomings in this area. Opportunities available are being poorly utilized. Dissatisfaction with work conditions has now been advanced to one of the first places among the causes of personnel turnover. Hard manual labor is being eliminated slowly, and the struggle against pollution, noise, and other factors harmful to health is not being carried out. Frequently a worker has no place to change his clothes, to take a shower or to eat. Normal working conditions have not been established for crews engaged in airborne chemical treatment operations. Existing special clothing is not suited for work in regions with a hot climate.

The qualitative transformations of labor under conditions of the scientific and technical revolution increase the demands made on the educational and vocational training of personnel. The task of developing a unified system of continuous education is being placed on the agenda.

It is very important to make use of young specialists in production correctly. Indifference toward them in both the social and vocational plan is intolerable. This leads to personnel turnover.

A decisive turn by supervisors and political workers toward the demands of the social sphere is necessary. These demands can only be met to the fullest extent when there is broad interaction with trade unions.

Improving the Style of Activity, Selection and Training of Personnel and Political Education and Ideological Work

Specific measures for carrying out the congress' decisions and targets for the year and the five-year plan must be worked out in the ministry and in its administrations, educational establishments, institutions and plants.

The very first obligation is to improve the selection, placement and training of personnel. There is one criterion for all advancements and transfers: political and businesslike qualities. The Political Administration and political departments locally, party and public organizations, and labor collectives should take the most active position in this very important work.

The congress has demanded that checking and verification of performance be reinforced, that criticism and self-criticism be developed, and that the struggle against window-dressing and conceit be intensified.

The results of the congress and the decisions which follow from it, B. Bugayev noted, have to be discussed in administration councils and in party, trade union and Komsomol organizations under the specific conditions of each administration and enterprise. A great deal of political work is in prospect for the observations and proposals made by aviation workers to be realized.

It is necessary to provide for an overall approach to ideological and political work. We must strive persistently to achieve unity in training in production, in studies, and at the place of residence. To stir up lively thought among aviation workers, and to arm them with understanding of the tasks facing the country and the sector and the ways and means of resolving them.

An important role in bringing about what has been mentioned belongs to the sectorial press. Editorial staffs of the newspaper and the journal must increase the level and effectiveness of their statements on civil aviation problems; with knowledge of the work, they must objectively demonstrate a practical course of development for the sector in the production and social spheres. They must not avoid sharp corners, and stigmatize the roots of bureaucratism. They are growing where there is not enough publicity, criticism and self-criticism. This is how the party raises the question. And each aviator should contribute by his own work and his own enthusiasm to implementation of the party's decisions. Political organs and party committees should become organizers of the work to realize the aims of the congress.

The congress decisions on increasing the effectiveness of the foreign economic ties of the USSR directly concern civil aviation. It is an important tool in putting the peace-loving line of our party into effect and in strengthening mutual understanding among peoples.

Despite aggravation of the international situation, Aeroflot has achieved expansion of its ties with other countries and an increase in international transport volume. Collaboration with fraternal socialist countries has been expanded further. Aeroflot employees have something to learn from their colleagues in fraternal countries, who have done a great deal to improve on-board service and introduce progressive forms of passenger service.

The Soviet-American meeting at the highest level established positive prerequisites. It is well-known that air service is being resumed at the end of April.

Through all the speeches from the rostrum of the expanded collegium runs the thought that:

The Party's Words Will Be Answered with Deeds

V. Kolchanov, chief of the Political Administration of Civil Aviation spoke in his address about the tasks of political workers in light of the decisions of the 27th CPSU Congress.

Bringing the essence and spirit of the congress decisions to each aviator, he emphasized, transforming the energy of the party's plans into the energy of specific actions, into skilled and responsible work in the sections assigned is the most important task of the command and management personnel, political organs and party organizations of civil aviation.

What is most essential, what it is necessary to concentrate all the strength of the party's influence on, is achieving the result that every communist and every aviation worker clearly understands the critical nature of this moment, and that it is a turning point. From the analysis of urgent problems and criticism of shortcomings, we must learn object lessons and be able to draw conclusions in solving the problems that confront us. A special role in solving these problems belongs to the political organs of civil aviation which are being established and the party organizations of our enterprises, administrations, VUZ's, scientific research institutes and the central staff.

What must be done first in the area of organizing political work in the sector in light of the tasks that have been set?

It is necessary to reinterpret previous work and its results in a principled manner and self-critically from positions of current requirements, and to evaluate again what has been achieved in order to avoid the miscalculations of the past and to bring to light and realize the reserves and opportunities that have not been utilized yet.

The organizational forms of this work should be defined and included in the plans for political work. The basic objective of this work is decisive eradication of complacency, exaggeration of achievements, and constructive criticism of areas of the work not previously criticized. The "lessons of truth" commit us to this. It must be frankly admitted that there have been serious flaws in the organization of criticism and self-criticism in the sector. Criticism has not covered all aspects of the sector's activity, has not been a natural working condition, and has been interpreted badly by many.

The shortcomings which have existed in criticism and self-criticism have been judged severely by the CPSU Central Committee. A special-purpose expanded meeting of the Ministry of Civil Aviation Collegium was devoted to these very problems. Meetings were conducted actively in the ministry's party organizations. However, much is still forthcoming in light of the congress' aims for development of criticism as a means of resolving contradictions and moving ahead, a means of educating all personnel without excluding categories.

The "lessons of truth" which were expressed frankly and in a principled manner at the party congress have stimulated the political activeness of aviation workers. Suggestions and critical remarks, which still are not always positively interpreted by supervisory personnel, some of whom still have not

sensed the need to know how to make use of this powerful lever of management, are streaming in to us. And party organizations are not always capable of making communists responsible for failure to understand the constructiveness of criticism.

There are sufficient examples of this, including in work by the Ministry of Civil Aviation party committee when the guilt of members of the central organization in incorrectly reacting to critical statements in the sectorial press was examined.

We are faced with a great deal of work in reorienting the level and constructive direction of criticism. The chief role unquestionably should be played by political organs, party committees and organizations, and communist managers.

We have quite a number of problems in the training, placement and education of personnel. First of all, based on the congress objectives, we have to organize a system of continuous education and resolve the problems of a shortage of many needed specialists and the integration of education, production and science.

The practice of methodically training personnel in the organization of administrative work is exceptionally important in light of the congress objectives. Today a great deal has to be accomplished in the course of carrying out practical tasks on the problems of defining the role of the central organization and expanding the limits of independence for enterprises and applying economic methods of work management in our sector. It is necessary here to combine sectorial and territorial principles in its development, to expand democratization of administration in every way possible, to improve the incentive system for good work, and to resolve problems of social justice flexibly.

All this has to be realized by our personnel. They need serious political education for this. So the managers of administrations and political organs have to efficiently plan both the training and analytical work on these problems.

Special-purpose organization of such work is necessary in the sector's party organizations. It is useful to have the accounts of all managers without exception given before party collectives. This unquestionably will have an effect on the efficiency and quality of all our work. There should be supervision of the activity of each one, from top to bottom, while at the same time the supervision is not formal.

Essentially, such supervision should stimulate the dynamic experience of party organizations, uniting all communists in the sector. The political organs being established are faced with resolving this problem of party education and supervision.

It is necessary to stress that in the political work to carry out the congress decisions we are faced with reorganizing the solution of specific problems of social policy in the sector.

This concerns settlement of the questions about the scientific justification of wages, development of the social sphere and housing, overcoming proprietary and parasitical attitudes, skillful planning of the work of different public organizations, the ability to combine one-man management with the development of direct democracy and to make use of letters and suggestions from aviation workers to resolve social problems. All these directions have to be kept in mind when long-term plans for the work of political organs are established.

Political work to improve management activity and to reinforce the influence of administrations and the central organization on the course and quality of plan fulfillment is an important task for us. The party congress, the speaker said, carefully defined the direction that an active, offensive struggle for updating the forms and methods of political education work must take. This process is under way, but must be speeded up. Political organs, to the extent that they are established, and party organizations are confronted with a great deal of work to eliminate formalism, paper-shuffling [bumagotvorchestvo], a passion for the "gross" approach to indicators, and ineffective inspections. We talk about this a great deal, but sluggishness, like weights on our feet, prevents us all from taking a step ahead.

Today the vital question of promoting the human factor is being raised. For administrations this means improving work with people, and for party organizations it means reinforcing party supervision of this process. Only the vital creativity of the masses can speed it up. It is necessary to eliminate solutions that are thought out inadequately and the substitution of active work in enterprises with the drafting of supplemental plans and by holding conferences. With the force of political influence, we have to provide for reorganization and shift decisively from slogans and assertions to concrete practical actions.

Among the primary tasks set by the congress, the speaker continued, are: providing for the leading role of communists, making party leadership of the Komsomol more active, and improving the forms and methods of party and political work.

It is necessary for the modern political worker to cultivate the skill of objectively evaluating the activity of every communist, which will influence personnel policy in the sector. It is necessary to reinforce the demand for exemplary personal conduct by communists and their absolute adherence to rule requirements.

From the moment of their organizational formation, political organs should demonstrate maximum vitalization and accurately aim the activity of party organizations as the nucleus of labor collectives. Unity of word and deed and publicity in party work also must be demonstrated here.

It is necessary to improve party leadership of Komsomol organizations, to make communists more strictly responsible for taking part in supervision of the Komsomol, and to conduct purposeful work in selecting the best and ideologically mature aviators for the party.

Supervisory personnel and party organizations are faced with an extremely important task. It is necessary for them to make use of the mobilizing force of the documents of the 27th CPSU Congress and the party's current political line for a significant increase in the effectiveness of ideological and political education work. Separation of propaganda from its tasks and plans and underestimation of individual educational work is intolerable here.

Success in studying the congress documents and decisions and the quality and effectiveness of studies will be determined to a significant degree by the extent to which propagandists are trained and informed.

Our task is to vitalize the activity of the detachment of many thousands of ideological workers, to organize instructional and methods studies for all topics, and to bring in congress delegates, leaders of local party, soviet and economic organizations, the management of the central organization and administrations, and scientists to address them, making use of local and sectorial reference and analytical material for this.

The speaker said in conclusion that the primary task of political work is to propagandize and explain the congress materials actively and on a high level, and to bring the spirit and substance of the congress decisions to all aviation workers and organize their practical implementation.

Accelerating our development and solving new tasks in the economic system require thorough reorganization of the economic mechanism and the establishment of a flexible and efficient system of administration, V. Solomatin, chief of the GlavPEU, said in his address from the rostrum. It is planned to shift in 1987 to new indicators for planning and evaluating the activity of enterprises for PANKh [use of aircraft in the national economy] operations, that is, to establish real volume indicators instead of the accrued flying time that was cited--namely, the hectares treated in agriculture and forestry and the tonnage of passenger and cargo transport in other PANKh operations. Indicators which would meet the requirements of sectors of the national economy for these types of operations must be established for aviation enterprises.

Proposals for new rates for cargo shipments have been prepared. Taking into account the very unprofitable nature of airborne chemical operations, the question of changing the systems and rate levels for AKhR [airborne chemical operations] is being studied jointly with the USSR Gosagroprom [State Committee for Agroindustrial Affairs]. Proposals for a new system of rates for PANKh operations in transporting passengers and freight, where the rate will be set not per hour of flight, but per kilometer of the route and ton of freight shipped, have already been drafted and are being coordinated with the appropriate ministries. It is planned to introduce these new rates in 1987.

It is planned to apply the normative method of planning the wage fund and the economic incentive fund. The rights of enterprises to utilize economic incentive for the end results of work and highly productive labor will be expanded.

Speaking of expanding the rights and independence of aviation enterprises, we have to review the number of indicators, especially accounting indicators, being set from above. We require much more of every sort of little used information from our enterprises.

The effectiveness and efficiency of the economic mechanism depends to a large extent on the quality of planning and balancing of plans. Under conditions of sharply increasing volumes of work, this problem can be resolved only on the basis of broad introduction of automated control systems and the normative method of planning.

V. Nacharov, chief of the Far East Administration of Civil Aviation, called the lag in sectorial science, which is engaged in developing machinery and equipment for airports in the northern regions, one of the substantial obstacles on the path toward increasing work efficiency. Far from everything which is delivered to the administration has been designed with consideration for the specific nature of places here--low temperatures, permafrost, and so forth. As a result, filling in the seams on runways, marking ramps, taxiways and runways, and other labor-intensive operations are being performed manually at present.

After describing the problems and difficulties, V. Nacharov shared the experience of concerned business contacts by the administration's aviators with local party and soviet organs and economic organizations. Owing to this close association, dozens of airports have been built and renovated in Kamchatka, Sakhalin, Amur Oblast, Khabarovsk Kray and Maritime Kray under local budgets. A decision has now been made to build an airport complex costing 15 million rubles in Sovetskaya Gavan through the efforts of local soviets and industrial enterprises.

The expanded collegium noted unanimously that the ideas and decisions of the 27th CPSU Congress are becoming more and more firmly established in the consciousness of aviators, becoming part of their public practice by determining their plans and achievements.

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The expanded collegium of the Ministry of Civil Aviation approved a decree on the matter under discussion.

8936

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RAIL SYSTEMS

TRANSPORT CONSTRUCTION MINISTER ON AYAM RAIL LINE ISSUES

Moscow IZVESTIYA in Russian 25 Jan 86 p 3

[IZVESTIYA editorial quoting USSR Minister of Transport Construction V. Brezhnev under the "After Publication of 'IZVESTIYA'" rubric: "From the BAM to the AYAM"; first two paragraphs are IZVESTIYA introduction, and last paragraph is IZVESTIYA conclusion]

[Text] Articles from our special correspondents were published under the rubric "IZVESTIYA on the BAM [Baikal-Amur Mainline Railroad] and AYAM [Amur-Yakutsk Mainline Railroad]" in four of the newspaper's issues (Nos 272/273, 285, 286, and 287 of last year). How construction of the "mainline of the century" is continuing since the completion of laying the main tracks, what kinds of problems the BAM people are encountering today, and what is hindering their carrying out development of the zone adjacent to the railroad on a broad front were related in them. The correspondents also visited the route of the Amur-Yakutsk Mainline Railroad, construction of which is just barely being launched. Not to repeat the mistakes made on the BAM construction sites, to create normal housing, social and living conditions for the builders of the Berkakit-Tommot-Yakutsk Railroad from the first days, and to accelerate the planning and survey work and the creation of support services--these, in brief, were the issues raised in the IZVESTIYA publications.

USSR Minister of Transport Construction V. Brezhnev has sent a response to them to the editorial office. He advises:

"The critical articles 'After the "Golden Link,"' 'Journey on a "Legend,"' 'Where is Romance Going,' and 'On the Benefit of Foresight' have been discussed at a meeting of the Ministry's collegium. The criticism of the shortcomings noted in the publications has been recognized as correct. Specific actions to eliminate the shortcomings have been defined by a collegium decision.

"The newspaper wrote, in particular, about shortcomings in the BAM's overall development and the delay in building facilities for locomotive and car management and other services of the Baikal-Amur Railroad. For carrying out the overall construction of BAM facilities, the GlavBAMstroy [Main Administration for Construction of the Baikal-Amur Mainline Railroad] has been instructed to develop, and coordinate with the client, schedules for the construction and activation of the facilities for 1986 and the 12th 5-Year Plan in keeping with

the activated complexes, and based upon the amounts of capital investment funds being allocated. The collegium has demanded that GlavBAMstroy's management increase the level of coordination of all construction organizations' activity, having ensured the overall construction of BAM facilities, and the abbreviation of schedules for their erection.

"In the newspaper's articles, there was mention of deficiencies in construction of the activated section of the Larba-Ust Nyukzha Mainline, and of a low level of labor organization and work quality. Steps have been taken to bring about good order at the construction sites and finish construction of the activated facilities. The chiefs from Chelyabinsk, who are building the housing community, have improved their work substantially. The collegium has obliged the GlavBAMstroy managers to increase their strictness toward engineering and technical workers for increasing the quality of construction and observing the standards and regulations for it. Thus, work on the setting of pile foundations is authorized to be done only by forces of specialized organizations.

"In regard to the problems in use of personnel set forth in the articles, a number of specialized construction subunits [podrazdeleniya], having carried out earth-moving work and constructed auxiliary works on the route, was released in connection with completion of the laying of the main BAM track. A substantial part of them was sent into construction of new rail and motor vehicle roads in this region, while part was reassigned to projects of the Western Siberia Fuel and Power System. In connection with the change in structure of the trades composition of personnel in BAM construction, a system of courses has been created, in which workers learn new trades and increase their skills. During 1984 and 9 months of 1985, over 600 plasterers and paperhangers, about 400 carpenters and joiners, over 750 masons, machinery installers, 450 pipe fitters and plumbers, and welders were trained. Considering the growing volumes of industrial and civil construction on the mainline, the Ministry's collegium has obliged the GlavBAMstroy management to take additional steps for the retraining of personnel, having paid special attention to the mastery of second trades.

"In the articles published by IZVESTIYA, problems in the launching of work on construction of the Berkakit-Tommot Railroad Line were set forth. Specifically, there was talk of providing services and amenities for the builders' communities and organizing shift work on the new construction project. At present, the heat supply has been normalized, and the shopping and public food supply arrangements have been improved.

"The guilty parties have been called to account for the deficiencies permitted in timely provision of services and amenities to the communities. Deputy Manager L. Sidnev of the Bamstroymekhanizatsiya [Baikal-Amur Mainline Railroad Construction Mechanization] Firm has been given a reprimand, Deputy Chief G. Goglev of Mechanized Gang No 74 has been given a severe reprimand, and the chief of a unit of this mechanized gang has been reduced to the lowest position. The manager of the Tyndatransstroy [Tynda Transport Construction] Firm, S. Volkovinskiy, and his deputy, R. Demchuk, have been censured. Deputy Manager V. Osadchin of the Bamstroymekhanizatsiya Firm has been given a strict warning.

"For better work organization and creation of normal living conditions for builders of the Berkakit-Tommot Mainline Railroad, the GlavBAMstroy has been instructed to develop a system of work by the shift method. The Ministry also has obliged the GlavBAMstroy to ensure the comprehensive development and earliest possible construction of temporary communities with the necessary social structure in accordance with the general plans.

"Questions were raised in the publications about developing the planning and survey work on the Berkakit-Tommot-Yakutsk Route, and also about increasing the capacity of the existing BAM-Tynda-Berkakit Railroad Line. The Glavtransproyekt [Main Administration for Planning and Survey Work of the USSR Ministry of Transport Construction] has been instructed to examine these questions jointly with the MPS [USSR Ministry of Railways], having prepared proposals concerning additional supplying of the surveyors with the necessary equipment, a modern geodesic instrument, and field housing vans.

"The question raised by the newspaper about the necessity of creating a firm for constructing the Berkakit-Tommot-Yakutsk Railroad will be examined further by the Ministry.

"Control over the execution of decisions made in response to IZVESTIYA's critical publications has been established."

Such control is absolutely necessary, inasmuch as solution of many of the problems set forth in the issues about the BAM and AYAM will take time. By the way, the editorial office also proposes to return to them, and to tell the readers--under its traditional "A Year Later" rubric--how things are going in the final stage of the Baikal-Amur Mainline Railroad's construction and the beginning stage of the Berkakit-Tommot-Yakutsk Railroad Line's construction.

12319

CSO: 1829/76

RAIL SYSTEMS

656.236.1:629.463

TARIFFS FOR SPECIALIZED RAILCARS

Moscow ZHELEZNODOROZHNYI TRANSPORT in Russian No 2, Feb 85 pp 54-57

[Article by Candidate of Economic Sciences L. A. Mazo: "Tariffs for Specialized Railcars"]

[Text] RAILCAR SPECIALIZATION IS THE MOST IMPORTANT NATIONAL ECONOMIC MEASURE THAT PROVIDES FOR THE SAFEKEEPING OF FREIGHT, REDUCES LOADING AND UNLOADING COSTS, AND IMPROVES WORKING CONDITIONS WHEN THESE OPERATIONS ARE PERFORMED. CUSTOMERS RECEIVE A GREAT IMPACT FROM ROLLING STOCK SPECIALIZATION.

AT THE SAME TIME, CERTAIN COSTS--FIRST AND FOREMOST BECAUSE OF AN INCREASE IN EMPTY RUNS OF RAILCARS--ARE ASSOCIATED WITH SPECIALIZATION OF RAILCAR ROLLING STOCK. AS A RULE, THE COST OF FREIGHT SHIPMENTS IN SPECIALIZED ROLLING STOCK IS HIGHER THAN IN THE MULTIPURPOSE TYPE.

TODAY WE'RE TELLING ABOUT AN APPROPRIATE REVISION OF RAIL TARIFFS. THE INTRODUCTION OF THEM WILL PROMOTE AN IMPROVEMENT IN USING SPECIALIZED RAILCARS AND INCREASE THE PERSONAL INTEREST OF RAILWAYS IN SUCH SHIPMENTS. IN THE NEXT ISSUE THE EDITORIAL STAFF WILL CONTINUE A DISCUSSION OF THE PROBLEM OF INCREASING THE EFFECTIVENESS OF SPECIALIZED ROLLING STOCK.

At the December 1983 CPSU Central Committee Plenum pricing was included in a number of the most important economic levers that must be considered in a comprehensive improvement program of the mechanism for managing the economic system of developed socialism. The development of problems of planned pricing during the present stage is of great importance for improving methods in the structuring of transportation tariffs that essentially represent state planned prices for transportation products.

FORMATION FEATURES AND PLANNING METHODS

The establishment of an expedient differentiation of tariffs according to types of railcars with regard to their qualitative improvement and changes in rolling stock structure is one of the urgent tasks in the freight tariff system. It's important to emphasize that the factor being examined in one form or another found its appearance in the structuring of tariffs. Thus, in the course of a comprehensive revision of freight tariffs in 1967 and 1974 separate tariff schemes were introduced for the first time for shipping freight in tank cars

(with payment according to tonnage) and insulated rolling stock, and passenger cars on double-deck flatcars. While providing for an identical level of transit fees calculated per 1 ton of the same freight, they originated from their interchangeability at the time shipments are grouped according to rates in the remaining types of railcars. An approach like this is right in connection with multipurpose, interchangeable rolling stock that consists of open railcars, flatcars, and covered railcars.

During the last decade since the time of the last tariff reform, main railway transportation's railcar inventory has been upgraded by deliveries of specialized railcars for cement, grain, mineral fertilizers, and others. At the present time, every third railcar being delivered is a specialized one. In comparison with multipurpose transportation means these railcars provide better safekeeping of bulk freight shipments, don't require railcar preparation (door barrier installations and washing), substantially facilitate the execution of loading and unloading operations, create considerable advantages for consigners and consignees, and improve their transportation service.

Thereby the shipping of freight in specialized railcars provides for a higher quality of transportation products by reducing freight losses and for savings that are being received by freight owners as the result of a reduction in the cost of loading and unloading operations. However, the allocation of specialized rolling stock to freight consigners substantially increases the operating costs of railway transportation because of an increase in empty runs, amortization allowances, as well as a number of cases of depot repair cost.

An increase in empty runs was caused by the limited number of descriptions of freight that is being shipped in specialized railcars in comparison with a more extensive products list for multipurpose rolling stock. To a lesser degree this factor has an effect when using specialized hopper railcars, which are the most numerous in the inventory, for cement and grain in which deliveries are being made in terms of several kinds of freight and are being operated basically in accordance with a network-wide control system. A higher empty run coefficient is typical of mineral fertilizer railcars, other railcars, and tank-type cement cars that are being handled on railroads with a periodic return to the registration point.

An increase in amortization allowances is associated first of all with the fact that, as a rule, the cost of specialized railcars is higher than multipurpose ones. Thus, the average price of an other railcar is almost 2 times higher than an open railcar, and that of a grain car and a mineral fertilizer car too are 1.8 and 1.5 times more respectively than covered multipurpose railcars. Moreover, the amortization allowance norm of 7.9 percent that is established for open railcars is being used for a majority of the types of specialized railcars, whereas the allowance norm for covered railcars is 5.7 percent.

A higher quality of transportation products with an increase in railway costs creates the necessity for posing a question concerning the establishment of separate tariffs for freight shipments in specialized railcars as for new products, and also higher ones relative to multipurpose railcars. When there is specialization, an increase in static--but mainly linear--load should have the

opposite effect on railway costs. At the same time, the experience of freight shipments in grain cars and mineral fertilizer cars showed that their load is no higher than in multipurpose railcars, and, when loading relatively light kinds of grain products and fertilizers, it's lower because of the body's smaller volume.

According to calculations, the average cost of freight shipments in grain cars in comparison with ordinary covered railcars is higher by 27 percent, in mineral fertilizer cars by 1.5, in cement cars by 20 percent, and with respect to open railcars it's higher by 31 percent in other cars. The application of current identical tariffs for shipment of the same freight in specialized railcars in comparison with multipurpose ones leads to a reduction in profitability; moreover, the operation of mineral fertilizer cars and other cars for railway transportation proves to be unprofitable.

For creating railways' and freight consigners' and consignees' economic interest in new tariffs in the efficient use of specialized railcars it's necessary to consider the effectiveness of their application in the national economy. With regard to this, the size of the tariff for shipping freight in a specialized railcar can be established on the basis of the current tariff level for multipurpose rolling stock and the savings that are generated among consigners and consignees by accelerating loading and unloading operations and reducing freight losses and costs in the preparation of railcars for shipping.

When determining savings that are generated among consigners and consignees from using specialized railcars due to reducing the cost of loading and unloading operations and curtailing freight losses, it's advisable to proceed on the basis of general principles that are being used during the development of planning prices and tariffs. Inasmuch as the indicated cost standards are established from average production and transportation costs, it's necessary to set down appropriate conditions as the basis for savings estimates. When determining costs for loading and unloading operations, it's advisable to assume the most typical conditions for performing these operations at a majority of enterprises, to take into consideration that specialized railcars must be used first and foremost in the most labor-intensive processes, and to promote a reduction in the share of manual and unproductive labor.

Proceeding on the basis of this, it's advisable to determine the cost of freight losses for average standardized transportation conditions taking into account the use of necessary means to provide for the safekeeping of shipments in multipurpose railcars. The natural loss norms and average wholesale prices established by USSR Gosplan [State Committee for Material and Technical Supply] can be used in practice for these purposes. Additional costs that occur among consigners, and which are associated with providing for the safekeeping of freight in multipurpose railcars, should be considered in accordance with the basic version and reflected in the total quantity of savings that are generated among freight owners. For example, this applies to the manufacture and installation of door barriers on covered railcars for preventing as much as possible the loss of freight such as cement and mineral fertilizers when they're shipped in bulk without packing materials.

Inasmuch as the loading conditions of specialized and multipurpose railcars of the types that are being examined are similar in the majority of cases, savings are determined according to the unloading operation. Costs for it are calculated separately for multipurpose and specialized railcars according to the same freight and in accordance with the established time norms and tariff wage rates. It's advisable to assume time norms in accordance with standard norms approved by USSR Goskomtrud [State Committee for Labor and Social Problems] on output and time for railcar, motor vehicle transportation, and warehouse loading and unloading operations. When standard norms are absent, appropriate industrial indicators are used. If there are no such norms for new specialized railcars, then they can be obtained from correlations during established time frames for unloading multipurpose and specialized railcars. Tariff wage rates should be assumed with regard to the extensive development of advanced labor organization in loading-unloading and related operations in comprehensive brigades.

It's important to note that tariffs for shipping freight in specialized railcars with regard to their effectiveness are established within the framework of their current regulation and as a whole they will not affect the structure and overall level of freight tariffs. In principle the determination of tariff increases with shipments in specialized railcars within the limits of savings that are generated among consigners and consignees from using these railcars will not increase the level of total transportation costs, including loading and unloading operations and the reimbursement of freight losses. Later on it's advisable to establish separate tariffs immediately after new types of specialized railcars go into use and to develop plans for appropriate tariff rates with regard to recovering railway transportation costs.

Savings that are being realized among consigners and consignees through different methods can be included in a tariff for specialized railcars. In principle they amount to developing separate tariff rates or establishing fixed current tariff increases in percentages or in rubles for a railcar. In the latter case the size of the increase is calculated directly on the basis of savings that are being determined with the use of established standards.

The development of separate tariff rates for shipping freight in specialized railcars requires an extensive information base and making calculations that are sizable in terms of volume. At the same time, the planning of separate tariff rates makes it possible in practice to consider more factors than when establishing specialized railcar increases in current tariffs being used with shipments in ordinary multipurpose rolling stock. When developing separate tariff rates for specialized railcars that provide higher quality but cause an increase in operating costs, it's important to create railway transportation's stable economic interest in shipping freight in specialized rolling stock by establishing tariffs at a higher level in comparison with multipurpose transportation means, taking into account the effect that is generated among freight consigners and consignees. In this regard, identical profitability of freight shipments in specialized railcars must be set down for a tariff that is being planned for all distances.

In addition, a structuring of tariffs like this will allow consigners and consignees to retain a portion of the savings that are generated from using

specialized railcars within the economically advisable range of their operation. A comparison of the extent of shipping savings in specialized and multipurpose railcars for similar purposes will be made according to current total transportation and freight owner costs--operating costs of railways, consignee costs for loading and unloading operations and consigner costs for preparing railcars, as well as for reimbursing freight losses calculated per unit of transported products. The difference in operating costs with the use of railcars that are being compared will increase depending on the shipping distance, taking into account a higher empty run coefficient with specialization, and will increase faster than appropriate costs of freight owners because of an increase in freight losses that are associated with shipping distance. Then the equality of total costs according to the types of railcars that are being compared will be reached at a certain point. Proceeding on the basis of this, the maximum economically advisable distance can be determined from the conditions of equal advantages of shipping the same freight in specialized and multipurpose railcars, but with a coincidence of current transportation costs.

After determining the maximum economically advisable distance, the coefficient is determined for the necessary tariff increase with respect to the current transit fee on the basis of the difference of proportionate transit fees (in rubles for 1 ton) and the size of consigners' and consignees' savings that are generated by accelerating loading and unloading operations and reducing freight losses:

$$\frac{KT + d\Delta p_{cn}}{p_{cn}} - \frac{T + d\Delta p_{yn}}{p_{yn}} \leq \Theta$$

--where K is the desired coefficient of increasing the tariff for freight shipments in specialized railcars,

--T is the transit fee according to the current tariff (the railcar by railcar scheme) at the maximum economically advisable distance; in rubles per railcar,

--d is the ton-by-ton fee according to the same scheme for the indicated distance; in rubles per ton,

-- p_{cn} , p_{yn} are loads, received respectively for specialized and multipurpose railcars according to the same freight or freight group; in tons per railcar,

-- Δp_{cn} , Δp_{yn} is the average mass of freight during shipment respectively in specialized and multipurpose railcars over and above the highest calculated weight norm established in current railcar-by-railcar tariffs; in tons per railcar, and

-- Θ is the savings that are generated among freight owners when using specialized railcars for loading and unloading operations and by reducing freight losses; in rubles per ton.

For sound planning of separate tariffs it's necessary to have data, a considerable portion of which is absent in current accounting, at one's disposal. Thus, freight turnover isn't cited in it, shipment distribution according to run

distance and railcar types aren't provided, and there's no information on the actual empty run coefficient of specialized railcars. Meanwhile, these data are extremely important for determining shipping cost on the basis of which tariffs are planned and subsequently financial and economic results are determined from their introduction. Therefore, under the conditions of incomplete information and with the current regulation of tariffs without a cardinal reorganization of their system, increases for the allocation of specialized rolling stock on a fixed scale, i. e. in rubles for a railcar, can be established as a simpler and more convenient variant for assessment.

DEVELOPMENT OF TARIFFS AND INCREASES

GRAIN CARS. At the present time, more than 60 percent of the grain is delivered in specialized railcars. According to calculations, the average profitability of transporting grain in grain cars is 4 percent, and that is considerably lower in comparison with covered railcars (33 percent). When determining the cost for shipping grain in specialized railcars, the decrease in initial and final railway operating costs, which are associated with manufacturing, repairing, and regulating grain shields, as well as washing covered railcars before the loading of grain products, is taken into consideration. Due to this the cost of the initial and final operation for grain cars is 16 percent lower than for covered railcars. However, with an increase in distance the effect of a higher empty run coefficient for grain cars in comparison with covered railcars under average network conditions leads to an increase in traffic operations cost of 45 percent, and as a whole that overlaps some reduction in cost by virtue of the initial and final operation.

The necessary increase in the tariff level for grain cars is 20-30 percent depending on the planning variant. As a result, the profitability of shipping in grain cars approximates that of covered railcars. When establishing a separate tariff for shipping freight in grain cars, identical profitability for all distances will be provided for railways and a portion of savings within an advisable range will be provided for consignees.

The structuring of a tariff for shipping in grain cars with regard to their effectiveness and in accordance with the dependence of operating costs on distance creates incentives for procurement organizations to use grain cars instead of covered railcars with shorter distance (up to 1,500-2,000 kilometers), and to a certain degree that would promote a reduction in empty runs of specialized railcars.

The question of establishing an increase to the current tariff for shipping freight in grain cars is being resolved in a considerably simpler manner. In this case, no changes of any kind can be made in structuring the tariff manual's calculation tables. Actual conditions for unloading grain from covered railcars through a mechanized method are set down in calculating the size of savings on the basis of which an increase is determined. It's advisable to establish a tariff increase on a fixed scale in rubles for a railcar.

According to calculations, savings in unloading grain with the use of specialized railcars are estimated at 33 kopecks per ton, and savings by virtue of

reducing losses are estimated at 22.5 kopecks per ton. The recommended increase is nearly 20 percent relative to the current transit fee for an average shipping distance of grain. Inasmuch as costs aren't included in a tariff increase for installing grain shields and more expensive loading of grain in covered railcars through window openings and doorways, these kinds of savings remain completely at the disposal of consigners. In addition, with the use of grain cars grain purchasing agents will receive additional savings by virtue of the fact that actual freight losses in covered railcars exceed the standard ones.

MINERAL FERTILIZER CARS. At the present time nearly 20 percent of mineral fertilizers, including apatite concentrate, is being delivered in mineral fertilizer cars. Specialized railcars and apatite cars, the inventory of which is negligible, are used also for shipping concentrates. Deliveries of apatite cars have ceased, but shipments of apatite raw material are being assimilated by railcars and mineral fertilizer cars that are designed for more extensive use, inasmuch as prepared fertilizers are being delivered in them right along with this freight. Hopper cars and cement cars, which to a certain extent cover the shortage of specialized railcars and mineral fertilizer cars, are being used temporarily too for the same purposes. Tank-type cement cars are suitable for shipping powdered fertilizers (rock phosphate meal, ground limestone, ground dolomite, shale ash, and others). Accordingly, in the future the basic mass of bulk shipments of granular mineral fertilizers will be switched to railcars and mineral fertilizer cars, and tank-type cement cars with pneumatic unloading will be used for the delivery of pulverized (powdered) types of fertilizers.

When planning tariffs or increases for shipments in mineral fertilizer cars, it's important to eliminate their unprofitability. Shipments of mineral fertilizers as a whole are unprofitable for railway transportation under current conditions of using general and exclusive reduced tariffs. At the same time, shipping them in multipurpose covered railcars in accordance with a general tariff is profitable with a profitability of 22 percent, whereas shipments in mineral fertilizer cars are unprofitable with the use of current general and exclusive tariffs. When separate tariffs or increases are introduced with regard to the effectiveness of mineral fertilizer cars, shipments in them become profitable.

The necessity of establishing a tariff level for mineral fertilizer cars on an average of 50-70 percent higher than the current one for covered railcars is substantiated by calculations.

There's a definite difference between establishing increases in percentages and on a fixed scale in accordance with the above-mentioned freight. If percentage increases are determined and used separately in case of payment in accordance with a general or exclusive tariff, then the increase on a fixed scale for allocation of a specialized railcar is established as a standard one, and that substantially simplifies the payment procedure for shipping the freight that is being examined.

A feature of determining savings in costs of mineral fertilizer consignees when mineral fertilizer cars are introduced is that a considerable portion of unloading them from covered railcars in practice is accomplished manually. Therefore,

on the average of two basic versions for unloading mineral fertilizers--with the use of an MVS-4 railcar unloading machine and the manual method--are considered in calculating savings for substantiating the size of a standard increase. Established time norms that are being used for the calculation of savings for performing loading and unloading operations and natural loss norms were totaled according to the kinds of fertilizers on the basis of data on the distribution of shipping volume among them. The calculated magnitude of savings was nearly 0.8 rubles per ton on the average with regard to the high labor-intensiveness of unloading mineral fertilizers from covered railcars. So much is saved by reducing freight losses in accordance with the approved norms of natural loss. Actually, according to the research data of NIIZhT [Scientific Research Institute of Railway Transportation] and other institutes, freight losses in covered railcars can exceed the standard ones by twice or more. Since the necessity for installing door barriers is eliminated, freight owners have savings in the preparation of railcars.

CEMENT CARS. When developing tariffs for shipping freight in cement cars, it's necessary to consider their two design variants--hopper-type and tank-type cars--since differences in design, packing material bulk, carrying capacity, and operating methods predetermine a corresponding difference in shipping costs. The high linear load and lower cost of hopper cars are reflected in shipping costs relative to tank-type cement cars, which are more expensive to operate. However, it's more advantageous for freight consignees to use either type of cement car in a specific case depending on the kind of freight and the availability of receiving equipment.

Basically, cement is transported in hopper-type cement cars, and pulverized mineral fertilizers are transported in cement-type tank cars. However, a scarcity of manpower in heavy loading and unloading operations and a shortage or absence of specialized railcars for a number of specific types of granulated freight lead to the use of cement cars for shipping alumina, shale ash, gypsum, keramzit, barite, bentonite, and quartz and foundry sand. Moreover, the cost of transporting this freight is considerably higher than with the delivery of cement. The underutilization of the carrying capacity of cement cars as a whole, their design type, as well as the operating method that is being used have an effect on this too. Thus, imported alumina is transported in specially allocated cement cars and with an almost 100 percent empty run. The mass of alumina in tank-type cement cars is limited by the axial load that is assumed on foreign railways. The enumerated factors substantially increase the shipping cost of alumina. The adoption of a tariff on alumina shipments, which is established for ore as a whole and oriented towards transportation in multi-purpose rolling stock, leads to unprofitability. According to calculations, the extension of current tariffs to cement cars leads to unprofitability in shipping gypsum and shale ash and to low profitability in shipping keramzit, bentonite, and barite.

Under the conditions that have arisen, tariffs must be structured in such a manner that through them the savings of freight owners from using cement cars may be commensurate with additional railway costs. This will provide mutual economic interest in using cement cars for freight shipments. First of all it's advisable to structure a separate tariff for shipping cement in specialized

railcars, and that will reflect a sharper increase in transportation cost in comparison with covered multipurpose railcars. The index of changing a tariff increases in accordance with distance, and that gradually decreases the portion of savings that are being retained for the consignee. Calculation of savings and the size of appropriate increases is done in accordance with the types of cement cars.

The average magnitude of savings in loading and unloading operations was determined for hopper cars in the amount of nearly 0.7 rubles per ton and 1 ruble per ton for tank cars with pneumatic unloading, and that is approximately 40 percent more. The reduction in freight losses is assessed in comparison with covered railcars as 4 and 13 kopecks per 1 ton respectively in accordance with the norms, but with regard to the research of MIIT [Moscow Order of Lenin and Order of the Labor Red Banner Institute of Railway Transportation Engineers] and NII [scientific research institute] of the cement industry it actually reaches 0.7 rubles per ton. Therefore, when tariff increases are established among freight consigners and consignees, savings of nearly 1 ruble per ton are retained from using cement cars, and on the order of 2 rubles per ton in comparison with the variant of manually unloading cement from covered railcars.

OCHER CARS are designed for shipping iron ore ochers and agglomerates. In the opposite direction these railcars are used for parallel delivery of fluxes. A higher production cost of shipping in ocher cars in comparison with ordinary open railcars is caused by a substantial difference in their cost (more than double on the average), as well as by an increase in empty runs. As a consequence of this, using the same current tariff irrespective of the type of railcar leads to unprofitability of shipping in ocher cars, whereas it leads to profitability (16 percent) with the use of open railcars.

For providing a good distribution of savings from the introduction of ocher cars between consignees and railway transportation it's necessary to establish a separate tariff for ocher cars or an increase of approximately 30 percent that exceeds the tariff for open railcars. This will make it possible to use ocher cars in a profitable manner. When there is an average distance, the profitability of shipments in ocher cars with new tariffs or increases will approximate the appropriate indicator for open railcars.

The implementation of tariff measures will create reliable economic conditions for railway transportation and freight owners, and it will improve the use of specialized rolling stock.

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RAIL SYSTEMS

MORE ON OPENING OF NOVOSIBIRSK METRO

Moscow STROITELNAYA GAZETA in Russian 15 Dec 85 p 1

[Article by STROITELNAYA GAZETA stringer A. Bezryadin under the "Novosibirsk" rubric: "The First Train"]

[Text] A trip was made here recently by a test train of the first Trans-Ural metro [subway], which will go into operation by New Year's Day.

Its first section--8.5 kilometers with 5 stations--was built in unprecedentedly short time periods. The section connects the city's densely populated central part with the industrial districts. The first cubic meter of soil was removed on 12 May 1979, and today the smoothing out of the entire route is in process. During the past year alone, 36 million rubles worth of construction, installation and finishing work was carried out here.

...On the day before, construction supervisors and operators went through the tunnel, checking every meter of the track, and assured themselves that all was ready for the test trip. It was a festive occasion for the subway's builders to ride in the newly arrived cars from Oktyabrskaya Station to Krasnyy Prospekt Station.

"The first sensation is an exceptional smoothness of motion," says V. Smyslov, deputy chief of the construction administration Novosibirskmetrostroy [Novosibirsk Metro Construction Administration]. "So, it was not in vain that we found fault with one another over the least trifle."

And, in the evening, honored guests--delegates to the City Party Conference--became the first passengers of the Novosibirsk "Underground Railway." And rightly so, for each of them, to one or another extent, is connected with the joyous event. The subway in Novosibirsk became, especially during the past year, a national construction project.

The words ring out: "Look out! The doors are closing...." The train moves out of the red-marble Oktyabrskaya Station, past the white-arched Ploshchad [Square] imeni V.I. Lenin, to the graceful pink columns of Krasnyy Prospekt. Since the test trip, the builders have not slackened their efforts: All of their forces now have been thrown into completing the construction and removing final flaws.

"These jobs also demand greater care on the part of the subcontractors," says V. Smyslov. "Sibprommontazh [Siberian Industrial Installation] and Sibsantekhmontazh [Siberian Sanitary Engineering Installation] must do a great deal on schedule. The finishing touches on the Rechnoy Vokzal [River Terminal] Station must be completed, and the equipment for STsB [signalling, interlocking and blocking] and communication set up."

Any day now, testing of the subway bridge is to be completed. Together with its trestle, the bridge was extended for 2 kilometers over the Ob and its flood plain. For the first time in domestic subway-construction practice, a boxlike design for the bridge fulfills not only the enclosing, but also the weight bearing functions.

Thus, the people of Novosibirsk may be congratulated. They are receiving a convenient and reliable form of transportation. But the builders have new tasks ahead. Forty percent of the work on constructing the Sibirskaya Station already has been performed. That station will become the first in the subway's next stretch, 1.6 kilometers in length, which will connect the city's center with the railroad station. The activation date for this section is 1987. And, in all, as they advised us at the Mintransstroy [Ministry of Transport Construction], it is planned to build three new sections of the subway here during the 12th 5-Year Plan, with an overall length of 4.5 kilometers.

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RAIL SYSTEMS

THREE NEW MOSCOW METRO STATIONS; PROBLEMS NOTED

Moscow GUDOK in Russian 24 Jan 86 p 1

[Article by B. Bukharina under the "Metro" rubric: "From the Kremlin's Ancient Walls..."]

[Text] A meeting of the builders, devoted to the start of two new sections of the Moscow Metro [Subway], took place at Polyanka Station on 22 January. There were no ceremonial speeches or high-sounding phrases; people were saying that putting the stations into operation on time would be hindered by: obsolete equipment, acute shortage of tubing, and a lack of mechanized tunneling shields for work in composite soils. In the course of the businesslike, self-critical discussion, basic ways were determined for overcoming delay on the metro routes to be turned over in the new 5-year plan.

Just now, trains run from Serpukhovskaya Station to midcity....

The first stop of the light blue [goluboy] express is the new Polyanka Station. It was built in the Trans-Moscow-River Area, in the old, intensely developed district of the capital, having numerous relics of the architecture of past centuries. In recent years, the area has changed greatly, and new, modern buildings have been erected in it.

From the entrance, next to the Young Guards Bookstore, we go into the underground hall. It is dressed in the traditional attire--marble and granite. Much is of the white color so characteristic of the ancient architecture. In working on the station's design, the architects, artists and sculptors tried to create an image of modern Moscow. The sculptural composition is dedicated to Soviet youth and heroes of the 5-year plan.

The reception of Borovitskaya Station, at the very center of Moscow, by Moscow residents and the capital's guests will be interesting. The rather small entrance of Library imeni V.I. Lenin Station, opening on Marx Prospekt, has been closed for a long time. And now its doors have swung open anew. But how it now has been transformed! The entrance has become a combined one for two subway stations.

An escalator runs downward into the underground hall. Before us is the original station, in the decoration of which, besides natural stone, decorative

brick has been used successfully. White, vaulted ceilings, and pylons and arches faced with red brick, emphasize this station's stylistic relation to Moscow's Kremlin. Borovitskaya's architecture, its artistic design, has been executed in the finest traditions of Russian architecture.

...Regular movement of the light blue expresses is beginning also on the new section of the Kalinin Line from the Marksistskaya to the Tretyakovskaya Station. The subway builders of SMU [Construction and Installation Administration] No 7 constructed the new underground station in the vicinity of a large transfer point. The station was built next to operating lines, and this greatly complicated the construction.

The new Tretyakovskaya Station and the Kaluga-Riga Line's subway station of the same name are connected by a transfer point. To their platforms come trains proceeding in different directions, as at Negin Square. At the beginning of January, the subway builders successfully carried out the difficult process of switching the traffic over under operating subway conditions.

The Tretyakovskaya Station is located in Moscow's historical culture zone, and this, of course, found reflection in its appearance. The theme of the subway station's design is "Great Russian Artists--the Glory of Russian Art."

The new Tretyakovskaya Station has become the Moscow Metro's 132d station.

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RAIL SYSTEMS

CONTINUING RAILCAR REPAIR SHORTCOMINGS CITED

Moscow GUDOK in Russian 22 Jan 86 p 2

[Unattributed article in the official section: "The Audit Showed"]

[Text] The USSR Committee of People's Control has audited the work of the Railcars MA, and the enterprises subordinate to it on the Belorussian, Kemerovo, Oktyabr [October], Sverdlovsk, Northern, and North Caucasus Railroads, in the organization of freight car repair and technical servicing.

Despite significant strengthening of the railroad car repair base, the number of unrepaired cars in the MPS [Ministry of Railways] fleet inventory is not being reduced. The transfer of unrepaired rolling stock from railroad to railroad is continuing.

Attention to the introduction and improvement of rolling-stock repair technology has slackened in the Railcars MA and on the railroads. Because of the inconsistent operation of assembly lines, poor performance discipline, and irregular provision of spare parts, the time cars stay under repair exceeds the established norm on 25 railroads by 6.7 hours on the average.

Railroad-car repair technology is being violated in the Belovo, Topki and Novokuznetsk car repair shops of the Kemerovo Railroad, the Chusovskaya car repair shop of the Sverdlovsk Railroad, the Vorkuta and Sosnogorsk car repair shops of the Northern Railroad, and the Derbent and Makhachkala car repair shops of the North Caucasus Railroad. Numerous instances of poor-quality preparation of railroad cars, and their being released for loading with uncorrected malfunctions, were uncovered on the Kemerovo, Northern, and other railroads.

The Ministry of Railways Collegium, having examined the USSR Committee of People's Control memorandum and the problems of ensuring the car management's steady operation under winter conditions, noted that the Railcars MA and the railroads have taken steps to eliminate the shortcomings in work. The necessary technological supplies of materials, parts and car units have been created on the majority of mainline railroads. The repair of working and living spaces and engineering facilities has been accomplished. The personnel of the mass trades has been brought to full strength for the most part.

At the same time, there are substantial deficiencies in car management work. Traffic safety is unsatisfactorily provided for. A significant increase in the number of breaks in wheel-pair axle journals has occurred on the Moscow, Southern, West Kazakhstan, and Baltic railroads.

The Ministry of Railways has obliged the Railcars MA executives and the chiefs of railroads to take immediate steps to eliminate the noted deficiencies.

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RAIL SYSTEMS

ALMA-ATA RAILROAD MANAGEMENT SCORED FOR LABOR SAFETY RECORD

Moscow GUDOK in Russian 2 Feb 86 p 1

[Unattributed article: "In the CPSU Central Committee's Party Control Committee: On the Alma-Ata Railroad Management's Unsatisfactory Work to Improve the Working Conditions and Safety Precautions in Railroad Workers Production Collectives"]

[Text] The CPSU Central Committee's Party Control Committee has audited the status of the work on observance of safety precautions at the Alma-Ata Railroad's enterprises, and has reached a decision on this matter. In the KPK [Party Control Committee] decision, it is noted that party and government decrees on the matters of ensuring labor protection and safety precautions in the national economy are being implemented unsatisfactorily at the railroad's enterprises and in its organizations despite the steps being taken. At many of the enterprises, the conditions for safe work have not been created, equipment and devices are not being used satisfactorily, and a substantial part of the workers is engaged in heavy manual labor. Training and instruction of workers and office employees in safety regulations have not been organized everywhere. Most restroom facilities are neglected, and the problems of storing, laundering and repairing special clothing have not been solved.

There are many violations of labor law in the railroad's services and branches. During 1985, over 3 million hours of overtime work were permitted, the majority of which work was done without the permission of labor union committees, and over 36,000 violations of the locomotive brigades working procedure took place.

All of this has led to the fact that the number of recipients of industrial injuries during recent years is not being decreased, and the severity of one accident has increased. There are especially many violations of regulations for the safe conducting of work and of labor law, and many cases of a negligent attitude toward official obligations in the traffic, locomotive and track management services headed by deputies to the chief of the railroad, CPSU members A. Dzheksenev, M. Shalabayev and A. Omarov, as well as on the Chimkent, Dzhambul, Chuyskiy and Alma-Ata Branches of the railroad.

Such an unsatisfactory state of affairs in ensuring labor protection and safety precautions is explained, in large part, by shortcomings in the selection and

education of personnel, and by lack of the proper strictness on the part of the railroad's chief, K. Kobzhasarov, and chief engineer, N. Nikitin, toward the production commanders for their assigned work areas.

The Dorprofsozh [Railroad Committee of the Rail Transport Workers Labor Union] (Chairman M. Bisimbiyev) and the labor union committees are not showing the necessary firmness and strictness toward operational managers who permit violations of work procedures and safety precautions and do not carry out the terms of collective contracts in this area.

Many primary party organizations have not taken a principled position in these matters.

In consequence of the large number of violations of work procedures and the Regulations for Technical Operation, and its poor labor and production discipline, the Alma-Ata Railroad finds itself among the unfortunate in the provision of traffic safety. In 1985, as compared with 1984, labor discipline here became worse on all branches of the railroad, and the number of wrecks, breakdowns, and instances of defective work increased.

The CPSU Central Committee's Party Control Committee, having noted the unsatisfactory implementation of party and government decrees on the matters of improving working conditions and safety precautions on the railroad, and the tolerated violations of labor law, gave reprimands to the chief engineer of the Alma-Ata Railroad, CPSU member N. Nikitin, and the chairman of the Railroad Committee of the Rail Transport Workers Labor Union, CPSU member M. Bisimbiyev.

The attention of A. Bevzenko, first deputy minister of USSR railways, and I. Shinkevich, chairman of the Central Committee of the Rail Transport and Transport Construction Workers Labor Union, was called to the inadequate control of the Alma-Ata Railroad's management and the Dorprofsozh over the activity to improve labor protection and safety precautions in the production collectives. Their declaration that the railroad will be given assistance by the ministry and the labor union central committee in carrying out additional measures to improve labor protection and safety precautions was taken into consideration.

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CSO: 1829/72

RAIL SYSTEMS

COLLEGIUM SEEKS MORE ATTENTION TO WORKER SUGGESTIONS

Moscow GUDOK in Russian 4 Feb 86 p 1

[Unattributed article under the rubric "In the Ministry of Railways Collegium":
"Relying on the Experience of Workers, Specialists, Scientists"]

[Text] The Ministry of Railways collegium discussed the matter of strengthening relations with the workers, specialists and scientists in rail transport, and the practical implementation of suggestions received from them. It was decided that it is necessary, in accordance with CPSU Central Committee instructions, to strengthen significantly the relations of collegium members and managers of MPS [Ministry of Railways] administrations, railroads, subways, and associations with the workers of enterprises and organizations, and rapidly take effective actions for the purposes of more complete discovery and utilization of production reserves, intensification of the work to propagate advanced experience and worthwhile initiatives, and decisive elimination of the deficiencies in the organization and conditions of railroad workers' labor and way of life.

It is recommended that the minister's deputies, the chiefs of MPS administrations, the chiefs of railroads, railroad divisions, subways and industrial rail transport territorial associations, and the managers of enterprises and organizations profoundly study the state of affairs at transport enterprises and in transport organizations; visit labor collectives more often, converse and consult with the people, listen to their opinions and suggestions, take an interest in their lives and customs, and resolve the issues raised. Render all possible assistance in the execution of tasks confronting the collectives, and in the improvement of railroad workers' living and labor conditions, bearing in mind that the human factor acquires paramount importance for carrying out the policy set by the party for accelerating the country's socio-economic development.

Make the collegium's speaker's rostrum readily available for workers, specialists and scientists. At the collegium's meetings, hear out and consider their information and suggestions for improving the operation and development of rail transport and solving social problems. Strengthen the collegium's relations directly with labor collectives in order to ensure the most rapid realization of reserves and potentials, beneficial suggestions and undertakings, and development of railroad workers' creative initiative and enthusiasm in work activity.

At meetings of the technical and economic councils of railroads, subways and industrial rail transport territorial associations, with the participation of workers, specialists and scientists, regularly examine their suggestions for eliminating deficiencies and improving work.

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RAIL SYSTEMS

BRIEFS

SCIENTIFIC-TECHNICAL COUNCIL MEMBERS--The statute on the Ministry of Railways Scientific-Technical Council, its structure, composition and rules, has been approved. The chairman is Minister of Railways N. S. Konarev. The first deputy NTS chairmen are First Deputy Ministers V. N. Ginko and A. N. Bevzenko, the deputy chairman is Main Technical Administration chief I. V. Kharlanovich, and the scientific secretary is V. P. Privalov. [Text] [Moscow GUDOK in Russian 9 Oct 85 p 1] 11052

NEW AZERBAIJAN RAILROAD STATION--Kyucharli Station on the Azerbaijan Road (code 58570) is open for receiving and dispatching carloads of freight which can be stored in open station yards, that is, conforming to paragraph 1 of Tariff Manual No 4. [Text] [Moscow GUDOK in Russian 9 Oct 85 p 1] 11052

VOROSHILOVGRAD LOCOMOTIVE WORKS PRODUCTION--The "Voroshilovgrad Diesel Locomotive Manufacturing Plant production association is working steadily to prepare series production of the new 2TE121 diesel locomotive in the 12th Five-Year Plan; its parameters will be superior to those of the world's best models. Work is also underway on modernizing the TE10S and M62U diesel locomotives. In 1986-1990, the collective intends to increase production volume by 32.8 percent. This is higher than the control figures. It proposes to lower the rolled ferrous metal expenditure norms by 17 percent, reduce electric power consumption by 11 percent and conventional fuel use by six percent. The share of output with the state Badge of Quality is to be increased to 80 percent of all certified items. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 41, Oct 85 p 9] 11052

AKSTAF-IZZHEVAN LINE ELECTRIFIED--Akstafa--The Azerbaijan Road has finished electrifying the Akstafa-Idzhevan 43.5-km section. The work was done by builders of the "Armtransstroy" trust and collectives EP-703 and 704 and SMP-819 and 859 of the Glavtranelektromontazh, with the active participation of electrification workers from the Azerbaijan Road. After raising the contact line, they equipped the section with automatic blocking, built two traction substations, ETs [electrical switch and signal centralization] posts and ran 45 km of trunk communications cable. Regular electric-traction train traffic will begin on the section in the next few days. [By GUDOK correspondent V. Dimitrov] [Text] [Moscow GUDOK in Russian 15 Oct 85 p 2] 11052

UTYAK JUNCTION ELECTRIFICATION--Kurgan--Electrification of the lengthened Kurgan Station track and the so-called Utyak Station "shackle" is complete. Start-up and adjustment work has been done on a total of 5.8 km on these sections. As a result, the throughput of the Southern Urals Road on the main Transsib track has been substantially increased. The fact is, Utyak Station adjoins a virgin diesel run for heavy coal trains from Ekibastuz and long consists of empties. Previously, when changing locomotives and when shunting trains here, the primary tracks of the mainline had to be "cut." Coal block train circuits stood idle for several hours waiting for instructions to proceed. Traffic was also delayed on the main line. Coal and grain train traffic is now unimpeded. Kurgan Junction is also less busy, as the flow of cars from the south now bypasses it. The upcoming electrification of the virgin line will be made easier by the electrified approaches to Utyak. [By V. Shevchenko, engineer] [Text] [Moscow GUDOK in Russian 19 Oct 85 p 1] 11052

FURTHER VL-85 LOCOMOTIVE TESTS--Vikhorevka (Irkutsk Oblast), 21 [Oct]--The large VL85 electric locomotive has been tested on the Bratsk Division of the East Siberian Road. Manufactured in Novocherkassk, it will operate on the northern Transsib. Electrification of the Western BAM Division from Lena to Kunerm Station will soon be complete. The new electric locomotives will also begin operating here. [By V. Yermolayev] [Text] [Moscow PRAVDA in Russian 22 Oct 85 p 2] 11052

VL-86F LOCOMOTIVE TESTING--Novocherkassk--A prototype of a new 12-axle mainline electric locomotive, the VL86F, with asynchronous traction engines was recently manufactured at the Novocherkassk Electric Locomotive Manufacturing Plant. It is now undergoing monitoring and adjustment testing. The locomotive was manufactured jointly with the Kuumi-Stromberg Company of Finland using VELMII plans. The laboratory collective, headed by Candidate of Technical Sciences P. Gordiyenko, has tested the locomotive's main systems, set up the ventilation system and done other work. Individual studies are being run jointly with Finnish specialists. [By I. Zinkov, engineer] [Text] [Moscow GUDOK in Russian 23 Oct 95 p 2] 11052

STATION NAME SPELLING CHANGED--The transcription of Astanino Station on the Dnepr Road (Kerch-Vladislavovka Section) has been modified. It will now be spelled Ostanino. [Text] [Moscow GUDOK in Russian 29 Oct 85 p 2] 11052

M-62 LOCOMOTIVE IMPROVED--Voroshilovgrad (TASS)--The power of the M-62 locomotive produced by the "Voroshilovgradteplovoz" association has been increased. It can haul a train three times heavier than previous locomotives. Railroad workers have been shipped the first such diesel locomotive. These locomotives are manufactured in a three-section modification. The increased power is only one of many improvements. The use of special brands of metal ensures reliable operation of the new equipment in the North, for which it was basically designed. Fuel tank capacity has been nearly doubled. This will make it possible to make long runs between stations, which is also important in the North. The engineer's cab is more comfortable. The intention is to manufacture several three-section diesel locomotives of this type before the end of the year and their production will subsequently be significantly increased. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 31 Oct 85 p 2] 11052

MOSCOW METRO PRAZHSKAYA STATION OPENS--Moscow--Yesterday, a festive meeting devoted to the opening of the 129th station of the Moscow Metro was held in the hall of Prazhskaya Station. Remarkably, this magnificent gift of the metro builders to Muscovites was offered on the eve of the 68th anniversary of Great October. Two weeks ago, the first test train made the run from Yuzhnaya to Prazhskaya station on the new section of the Serpukhovskaya Line. This was a dress rehearsal before start-up. But today, all the circuits for the underground city and all the metro signals indicate the new stop for the blue expresses is in operation. [By B. Bukharina] [Excerpt] [Moscow GUDOK in Russian 2 Nov 85 p 3] 11052

MYTISHCHI-PUSHKINO 3RD TRACK--By putting the third main track on the Mytishchi-Pushkino Section into operation a year ahead of schedule, the collective of builders and operators has successfully coped with its higher socialist obligations in honor of the 27th Party Congress. The throughput of the section is now a minimum of 30 percent higher. [By A. Dragan] [Text] [Moscow GUDOK in Russian 2 Nov 85 p 1] 11052

SHIMANOVSKAYA-USHUMUN LINE ELECTRIFIED--Ushumun--The Transbaykal Road has released for operation yet another electrified 120-km section, the Shimanovskaya-Ushumun. Quite a few difficulties had to be overcome in the work done by the construction-installation trusts of the "TsentrObamstroy," "Transelektromontazh," "Transsvyazstroy" and other trusts. Now, all the efforts of the construction workers are focused on preparing to release the next, Ushumun-Magdagachi, section in November. [By A. Sorokin] [Text] [Moscow GUDOK in Russian 6 Nov 85 p 1] 11052

NEW BAKU TERMINAL OPENS--(Azerinform)--On 4 November, the first electric train traveled the new railroad route connecting Sumgait and Sabunchi. This transport artery linked villages known for their revolutionary traditions and the young socialist city which has become a living embodiment of the ideas of the immortal Lenin on the eve of the October festivities. The central square of Sabunchi has been crowded since early morning, waiting for the new railroad terminal building to open. It harmoniously joins the ensemble of the village's modern buildings. The new terminal will offer residents maximum convenience, with its spacious waiting room, comfortable entrance halls, snack bars and convenient exits to the platforms. In the near future, the station in Sabunchi will become one of the central subdivisions of the Azerbaijan Railroad. With its direct connections to various population centers, it will also ease significantly the load on the central terminal at Baku. [Excerpt] [Baku VYSHKA in Russian 5 Nov 85 p 1] 11052

NOVYY URENGOY PASSENGER SERVICE--Having conquered more than 1,300 kilometers of taiga and tundra, the first passenger train from Tyumen has arrived at Novyy Urengoy, the capital of the gas field workers. Before, the consists had run only as far as Noyabrsk, but now the route has been extended another 600 km. V. Narbutik, chief of the Tyumen Division of the Sverdlovsk Railroad, said, "Henceforth, train No 124 will leave the oblast center daily. Regular passenger service to the country's primary gas fields is a good gift from northerners to the anniversary of Great October. In order to open up passenger traffic to Urengoy, we had to do much preparatory work, especially on re-equipping the cars, as temperatures of -55 to -60° are not at all rare where they will be going. [By Yu. Perepletkin] [Text] [Moscow IZVESTIYA in Russian 9 Nov 85 p 8] 11052

KODAR TUNNEL NEARS COMPLETION--(BAM route)--The first train with freight for Leprindo, Kuanda and Vitim stations has passed through Kodar tunnel. Test runs on the track in the new tunnel have begun. The previous day, builders had put the Kodar-Vitim leg into temporary operation. It had, until then, been the final leg at the junction of the Central and Western sections and had delayed through traffic on the main line. The opening of this two-kilometer tunnel through unstable rock on a permafrost ridge removes the last barrier to traffic on the route from the Lena to the Amur. [By IZVESTIYA correspondent A. Kleva] [Text] [Moscow IZVESTIYA in Russian 10 Nov 85 p 1] 11052

LVOV-CHOP LINE DOUBLE-TRACKED--Lvov--Transport construction and railroad workers of the Lvov Mainline finished laying and put into operation second tracks on the Lvov-Stryy-Chop line on the eve of the 68th anniversary of Great October. It was by no means easy to cope with this work. Some 254 km of primary track had to be laid. The total length of the bridges across wild rivers and deep gorges was more than 5 km. It was hard to lay the track, assemble the central switches, build the substations, install the supports and run the contact wires through this region of difficult access. Construction and railroad workers were greatly aided by party and economic organizations of Lvov, Stryy and the rayons adjacent to them. Dozens of enterprises in Moscow, Leningrad, Kiev, Minsk and Riga supplied everything necessary for the installation work. The new line will permit increasing freight turnover and consequently simplifying economic ties among CEMA member-nations. The draft edition of the new CPSU Program emphasizes that particular attention must be paid to developing a unified transport system and to perfecting all its links. Start-up of the new railroad line will facilitate just such fulfillment of this task set by the party. [By GUDOK correspondent Yef. Batkin] [Text] [Moscow GUDOK in Russian 17 Nov 85 p 2] 11052

IMPROVED CONTAINER CARRIER PRODUCTION--Abakan--Abakan rail car builders have created a new specialized flatcar for hauling large containers and wheeled equipment. It can handle five tons more than its predecessor. The flatcar is designed so that it can travel with its freight even outside the country. In terms of ratio of its weight to its load capacity, the new flatcar is the equal of the world's best models. Tests have shown that operation of each flatcar will provide the national economy with an economic impact of at least 800 rubles per year. Series production of the innovation will begin in early January of next year. [By V. Sbitnev] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 21 Nov 85 p 2] 11052

SOVETSKAYA GAVAN LINE IMPROVED--Sovetskaya Gavan, 25 [Nov]--Builders of the USSR Ministry for Transport Construction have ensured reliable operating conditions on the railroad from Komsomolsk-on-Amur to the Gulf of Tatar. They have finished renovating its bridges across the gorges and rivers of northern Sikhote-Alin. Today, loaded consists ran the final link in this steel chain as the bridge in Sovetskaya Gavan, endpoint of the BAM, was released for operation. Transport workers did not disrupt the train schedule. The new bridges were put in parallel to those requiring replacement. If that could not be done, they used solid temporary structures. Not one ton of freight delivered to the port of Vanino, and from there to Sakhalin and the Arctic, was delayed. The steel support girders rose up out of the ocean as the last bridge in the Sikhote-Alin cascade marched straight across the bay to Sovetskaya Gavan terminal. The route from the Amur to the coast is in. [By TASS correspondent S. Sverdlov] [Text] [Moscow GUDOK in Russian 26 Nov 85 p 1] 11052

CONTINUOUS WELDED RAIL USE--It is said that the track from Moscow to Leningrad is continuous. What does that mean? Is there really not a single joint on the whole route from the city on the Neva to the capital? (question from G. Chertkov, Vyshniy Volochek) V. Baraboshin, deputy director of the All-Union Scientific Research Institute of Rail Transport, responds. That is not quite true. Seamless track is a special rail designed for high-speed express train routes. We know that the rail mills in our country produce rails in a standard 25-meter length. In order to make a track stronger and more reliable, enterprises of the Ministry of Railways weld such rails into up to 800-meter lengths. These are then laid on the route and joined to the ties using spacer clamp bolt fasteners. Seamless track of this type has been laid on the Moscow-Leningrad line, where trains travel at speeds of up to 200 km/hr. [Text] [Moscow TRUD in Russian 30 Nov 85 p 4] 11052

NEW TANK CAR TESTED--Angarsk--More than a thousand tank cars are loaded daily with various types of fuel and refined petroleum products at the Angarsk junction for shipment to numerous places as far away as the Pacific Ocean. It is for precisely this reason that this proving ground was chosen for testing a new type of tank car, the 15-1500, developed at the Zhdanovsk Heavy Machinebuilding Association. This 160-m³, eight-axle tank car made its runs under various operating conditions, hooked up to a laboratory car by dozens of monitors. Manufacture of the "newcomer" uses as much metal as did its predecessor, but its capacity is 20 m³ more. During the runs, the instruments sensitively tracked the behavior of the subassemblies and components, which were developed using new technology. The tests were observed by specialists from transport institutes in Leningrad and Moscow and by specialists from the manufacturing plant. [By GUDOK correspondent V. Seseykin] [Text] [Moscow GUDOK in Russian 5 Dec 85 p 3] 11052

FIRST ChS-7 LOCOMOTIVE DELIVERED--Today, reinforcements arrived at locomotive depot Moscow-3 in the form of a new ChS-7 electric locomotive produced by Czechoslovakia. It is designed for long-consist trains. Up until now, 24-car consists have been hauled using two ChS-2 electric locomotives. In the near future, they will be able to be handled by a single big-brother ChS-7. The first locomotive of this type will be a learning class for engineers. They will master driving techniques and familiarize themselves with the equipment, which is of the very latest electronic type. The cab offers those working in it more comfort. One of these herculean electric locomotives will require less energy than two of its predecessors, which it will do the work of. Next summer, the new electric locomotives will be appearing on the Gorkiy and Yaroslavl routes of the Moscow Road. [Text] [Moscow VECHERNYAYA MOSKVA in Russian 5 Dec 85 p 1] 11052

NEW COKE CARS PRODUCED--Dneprodzerzhinsk (Dnepropetrovsk Oblast), 10 Dec (TASS) --A new addition to the family of specialized cars. Today, the first lot of the new coke haulers being series-produced at the Dneprodzerzhinsk Plant imeni PRAVDA was turned over to the metallurgical combine imeni F. E. Dzerzhinskiy. The load capacity of each is three tons greater, and less metal is used. But the use of materials with better wear resistance has increased the warranted service life of the cars by a full year. Moving the unloading controls to a safe zone has created additional operating convenience and improved working conditions. Next year, consumers will be receiving hundreds of these new coke haulers. "During the current five-year plan, the enterprise has developed a whole complex of specialized cars designed for metallurgy," said G. Zhovtobryukh, chief designer at

the enterprise. They are designed for hauling pellets, agglomerate, trimmings and bulk freight. [Text] [Moscow GUDOK in Russian 11 Dec 85 p 1] 11052

KUPCHINO-SHUSHARY LINE ELECTRIFIED--Shushary--GUDOK has already reported that railroaders and subdivisions of the "Sevzaptransstroy" trust have released for operation an electrified line between Rybatskoye and Kupchino stations on the October Road, beating the construction schedule two-fold. Several days ago, another electrified section, the Kupchino-Shushary, also began operation. Freight trains running from the Volkhovstroyevsk and Kirishsk routes will now reach the Shushary shunting yard without recoupling locomotives. This will improve the work procedures of the locomotive brigades. But the main thing is that it will be possible to bring heavy, long-consist trains in for shunting. [By V. Yurasov] [Text] [Moscow GUDOK in Russian 7 Dec 85 p 1] 11052

SENNAYA-PUGACHEVSK LINE CHANGES--The Sennaya - Volsk-2 line (Sennaya-Pugachevsk section) has been accepted for full-time operation on the Volga Road. In this connection, Prichernavskaya Station on the Volga Road has been closed and eliminated, as no longer existing, from Tariff Manual No 4. Shikhany Station (code 67340) has been opened for operation under letter "B" of articles 1 and 3 of Tariff Manual No 4. It is 133 km from Khikhany Station to Pugachevsk Station and 15 km to Sennaya. [Text] [Moscow GUDOK in Russian 12 Dec 85 p 2] 11052

ENEM-2 STATION UPGRADED--Enem-2 Station on the North Caucasus Road (code 55630) has been opened for receiving and dispatching freight a carload at a time and in small dispatches of full carloads just to sidings and low-volume users, that is, under paragraph 3 of Tariff Manual No 4. [Text] [Moscow GUDOK in Russian 12 Dec 85 p 2] 11052

NEW PASSENGER STOPS--These new passenger stops have been designated: Korichentsy on the Zhmerinka-Podolskaya's Grechany section (Serbinovtsy-Derazhnya leg), code 35093; Velikaya Sloboda on the Yarmolintsy-Kelmentsy section (Muksha-Dnestr passing-siding leg), code 35283. The Korichentsy passenger stop is 42 km Zhmerinka -Podolskaya Station and 60 km from Grechany Station. The Velikaya Sloboda passenger stop is 86 km from Yarmolintsy Station and 35 km from Kelmentsy Station. The new passenger stop on the Kovel-Chervonograd section (Turiysk-Turopin leg) is Obenizhi (code 37213). It is 30 km from Kovel Station and 81 km from Chervonograd Station. [Text] [Moscow GUDOK in Russian 12 Dec 85 p 2] 11052

AKTOGAY-SAYAK LINE OPENS--Alma-Ata, 16 [Dec]--Transport communication between Central Kazakhstan and the eastern rayons of the republic and Siberia has been improved by the opening of a new 200-km steel mainline from Aktogay to Sayak. Heavy trains with timber, building materials and other freight run to Karaganda directly, by-passing the busy Alma-Ata rail junction. Today, the first train made this most direct run ahead of schedule. In order to improve the work productivity of builders in the extreme conditions of the desert, so-called extra-production labor-incentives factors have been put into effect. Comfortable rest facilities have turned out to be decisive, for example, so mobile settlements equipped with special houses which retain heat well in times of hard frost and cool in the heat of summer have been made available to route workers. Upon completion of the construction, they are transferred to operation workers. The new

mainline provides a strong impetus to kray development, soon to include the start of development of mineral deposits which will supplement the raw material stockpiles of nonferrous metallurgy enterprises of Kazakhstan. [By TASS correspondent V. Cherkizov] [Excerpts] [Moscow GUDOK in Russian 17 Dec 85 p 1] 11052

NEW PURPE-PUR LINE--Sverdlovsk--A state commission has accepted the new 110-km section of road between Purpe and Pur stations. The Sverdlovsk mainline is marching ever-northward, towards the very rich deposits of petroleum and gas. The new section has two stations, Tarko-Sale and Pur, and four passing sidings. Production and residential premises are heated using temporary boilers. Houses have hot and cold water and sewer lines. The new section is equipped with modern automatic blocking. Construction quality is good. Multipurpose SMP-565 brigades of the "Tyumenstroyput association, headed by brigade leaders N. Shkabarov and I Puritskis, and A. Pushkarev's brigade of bridge-component installers from bridge detachment No 29 have labored diligently here. [By GUDOK correspondent V. Korshik] [Text] [Moscow GUDOK in Russian 19 Dec 85 p 1] 11052

BRYANSK-BUILT REFRIGERATED CARS--Bryansk--[under the rubric "Equipment of the 12th Five-Year Plan: Fifth-Generation Refrigerator Cars"] This year marks 20 years since series production of the RS1 refrigerator section began at the Bryansk Machinebuilding Plant. It was the first domestically-produced isothermic machine-cooled rolling stock. Today, enterprise shops are assembling sections of the fourth generation, the RS4, which will be replaced by an even better model, the RS5, in the 12th Five-Year Plan. The new refrigerator section will be distinguished by a number of design improvements. The autocoupling shock absorbing unit was developed by scientists at the Bryansk Institute of Transport Machinebuilding and by designers at our association. The use of metal-ceramic elements permitted a substantial increase in its energy-intensiveness, ensuring preservation of the freight and protection of the equipment in collisions at up to 11 km per hour. Also used was a fundamentally new system of air distribution in the freight cars. Tests showed that it prevents frosting of the freight and ensures normal temperature conditions in a loaded refrigerator car while reducing the time the circulation fans are on. The RS5 uses a journal box temperature remote control system to improve safety when in motion. The intention is to begin series production of the new sections in the second half of 1986. [By engineer V. Krukovskiy] [Text] [Moscow GUDOK in Russian 25 Dec 85 p 2] 11052

MARABDA-AKHALKALAKI LINE CONSTRUCTION--Tbilisi, 20 [Dec] (TASS)--Agricultural freight has been delivered to Tbilisi by rail from Tsalkskiy and Bogdanovskiy rayons for the first time. A 100-km section of the Marabda-Akhalkalaki route has been opened to working traffic here. The train ran from Trialeti Station on a route covering mountain gorges and wild rivers. "Putting the new line into operation was anticipated in the draft Basic Directions of Economic and Social Development," comments Georgian trade unions council secretary L. Kharbediya. "Installation of the road will now be in two directions. Builders will be moving towards one another, significantly ahead of schedule." This railroad mainline, which is to be fully operational at the end of next year, will open up broad prospects for intensive development of the economies of five rayons of the republic. It will be the shortest connection between them and the large industrial centers. Along with laying the railroad tracks, we will now also be putting up housing, stores, recreation centers and cultural facilities. Also of

considerable importance is the fact that the complex of plants being built here will solve the employment problem and the problem of effectively using stockpiles of tuff, gravel and other materials. [Text] [Moscow GUDOK in Russian 21 Dec 85 p 1] 11052

RAILWAY OFFICIALS VISIT PRC--Beijing, 20 [Dec] (TASS)--A delegation from the USSR Ministry of Railways headed by First Deputy Minister A. N. Bevzenko was in the PRC from the 12th through the 20th of December. It familiarized itself with PRC rail transport, its equipment, and scientific research in this field. The delegation visited Nanking and Shanghai and branch scientific research institutions and was received by PRC Minister of Railways Ding Guangen. The parties arranged to continue cooperation between the railroad departments of the two countries. [Text] [Moscow GUDOK in Russian 21 Dec 85 p 3] 11052

ER-2R ELECTRIC TRAIN OPERATING--The first of the new ER-2R 10-car electric trains now being series produced by the Riga Car Manufacturing Plant has arrived, following testing at a special proving ground of the Ministry of Railways, at October Railroad. This electric train is distinguished from its older "brothers" running on suburban lines of Leningrad and the oblast by its improved comfort, original window configuration, the cheerful plastic finish on the inside walls of the parlor cars, and by its reliable radio communications with the locomotive brigade. The RVZ designers paid particular attention to the engineer's control panel, equipping it with modern electronic devices which run consists at speeds of up to 130 km/hr. The ER-2R also has an exclusively individual innovation, a recuperative-resistor brake which saves electric power. [By P. Nikonorov] [Text] [Leningrad LENINGRADSKAYA PRAVDA in Russian 25 Dec 85 p 1] 11052

YEVLAKH-BELOKANY LINE OPERATIONAL--Baku--A state commission has accepted the Yevlakh-Belokany railroad line for operation on the eve of the new year. It was built by collectives from the "Azerbaijantransstroy" trust and several subcontractor organizations. Running through five rayons of the republic, the new line connects them with the primary route of the Azerbaijan mainline. [Text] [Moscow GUDOK in Russian 31 Dec 85 p 1] 11052

BAM'S URGAL-FEVRALSK SEGMENT OPEN--Tynda--Railroad worker-fighters and the collective of the "Urgalbamstroy" administration have released for full-time operation the Urgal-Fevralsk line on the eastern BAM section. Almost 300 km of the primary track was transferred to the young Baykal-Amur Road. Four new stations have begun operating: Alonka, Eterkan, Fedkin Klyuch and Urgal. Fevralsk itself was not part of the start-up complex, but the state commission accepted its communications center, power supply center, automatic blocking circuits, school, dormitory for young railroad workers, and housing for 60 families. The amount of work done is impressive: more than 1,000 facilities have been released on a turnkey basis, 337 bridges have been built, and almost 123,000 square meters of housing, four kindergartens and three schools have been put into operation. Automatic blocking and all-electric interlocking have been put into operation along the whole length of the line. The first line of a large locomotive depot, a maintenance center and an ETs [electrical centralization of switches and signals] station have begun operating in Urgal. More than 100 km of station track has been built and released for operation. Release of the new section for full-time operation will hasten development of a fourth division, the Fevralsk, on the Baykal-Amur Road. [By GUDOK correspondent I. Krasikov] [Text] [Moscow GUDOK in Russian 31 Dec 85 p 1] 11052

NEW BAKU METRO LINE--Baku--A section of the second Baku Metropolitan [subway] line was released for operation on New Year's Eve. The 6.6-km underground route connects "Nizami" and "Adzhemi" stations, Adzhemi being named after a famous 12th-century Azerbaijani architect. The section was installed by collectives of SMU-3, SU-2, tunnel detachments Nos 28 and 7 of the "Baktonnelstroy," and subcontractor organizations. Envoys from Moscow, Leningrad and Kharkov also helped create and tile the underground palaces. None of the participants in the construction had an easy job, but the most difficult fell to tunnelers of SMU-3 and SU-2 of the "Baktonnelstroy," who worked under the most complex hydrogeological conditions. Sometimes water breached the tunnel, but the brigades exceeded the monthly tunneling norms by 35 meters or more. Experienced collectives headed by B. Namazov and T. Babakhanov demonstrated high productivity, and the young people's brigade of A. Mursaliyev was not lagging either. "Whereas we carried nearly 146 million passengers in 1985, the preliminary estimates are that the number of passengers carried this year will increase by 25-30 million," says subway chief I. Khankishiyev. [By GUDOK correspondent V. Dimitrov] [Text] [Moscow GUDOK in Russian 1 Jan 86 p 2] 11052

MOSCOW METRO LINE EXTENSION--Moscow--On 30 December, the eve of the new year, a test train made the run from "Serpukhovskaya" to "Borovitskaya" stations. "The new section of the underground route is very important," says Ye. Kupreyenko, chief project engineer at the "Metrogiprotrans" institute. "It connects the existing Serpukhovskaya Line with the city center." Construction workers did not find it easy to run the underground track from "Serpukhovskaya" to "Lenin Library," because it ran under heavily built-up streets across the Moscow River, under a by-pass channel and Little Moscow River [Moskva-rechka], and under the central portion of the city. They worked alongside existing subway lines and architectural monuments. Probably the most complex part was a segment of the route near Bersenevskaya Embankment, where the tunnel was run under the Little Moscow and where they were working heavily flooded faces. ...The blue express approaches the platform at "Polyanka" station, so called because it is in the Bolshaya Polyanka area. This is yet another beautiful subway terminal credited to the experienced collective of Mosmetrostroy SMU-8. Construction workers at "Borovitskaya" station also greeted the test train with celebration. When they came to the construction site at Marx and Engels street, the SMU brigades had a good idea of what they would have to deal with. They had built the "Arbatskaya" here and had always called that their most complicated station. The new encounter did not "disappoint" them. Again, flooding... Sometimes, the pumps were pumping out up to 700 m³ per hour. This is why this day was so gratifying to the brigades of tunnelers led by N. Aleksashin, N. Velemchuk and R. Nugayev, which had waged so stubborn a struggle against the saturated soils. The new metro line passing through the city center connects the Chertanovo and Krasnyy Stroitel housing developments with the northern rayons of Otradnoye, Bibirevo and Lianozovo. The southern portion of the line before "Prazhskaya" station is already in operation and the northern portion, from "Borovitskaya" to "Otradnyy," is being put in. [By B. Bukharina] [Text] [Moscow GUDOK in Russian 1 Jan 86 p 2] 11052

LENINGRAD METRO STATIONS OPEN--Leningrad--City residents on the Neva have impatiently awaited this day, and it has come: the first line of the fourth Leningrad subway line has been put into operation ahead of schedule. A great labor victory has been won by the subway builders. Working under difficult conditions,

they have put into operation three legs totalling 7 km in length, with "Ploshchad Aleksandra Nevskogo-2" [Alexandr Nevskiy Square 2], "Krasnogvardeyskaya," "Ladozhskaya" and "Prospekt bolshevikov" [Bolsheviks Boulevard] stations. The underground route connects the new construction projects on the right bank of the Neva with the city center. Transport connections to the nearby fast-developing Rzhevka-Porokhovyye region have also been greatly improved. "Lenmetrostroy" workers are continuing to run tunnels on the Pravoberezhnaya [Right-Bank] line and on the Nevsko-Vasileostrovskaya and Petrogradskaya lines. [Text] [Moscow GUDOK in Russian 3 Jan 86 p 2] 11052

SIKHOTE-ALINSKIY TUNNEL RECONSTRUCTION--Vladivostok--The first Sikhote-Alinskiy tunnel, connecting the port of Nakhodka railroad mainline and Vladivostok, has been reopened after renovation. Builders from bridge detachment No 18, communications workers from the Partizanskaya division and installers from the Smolyaninovskaya division particularly distinguished themselves. They turned over to operating workers a tunnel with rebuilt, very water-tight vaults. [By O. Dyachenko] [Text] [Moscow GUDOK in Russian 4 Jan 86 p 2] 11052

TEP-70 LOCOMOTIVES ENTER SERVICE--The first series-produced TEP-70 diesel locomotive has arrived at Leningrad-Varshavskoye locomotive depot for full-time operation, as was anticipated by the comprehensive branch program for intensifying the October Railroad. The foundation has been laid for complete replacement of the existing fleet of enterprise locomotives; the engineers are currently running obsolescent series TEP-60 diesels. The new locomotives, produced at the Kolomna Diesel Locomotive Manufacturing Plant, are 6,000 h.p. and can haul trains at speeds of up to 160 km/hr. The depot will very soon be receiving 14 of the new locomotives from the Kolomna plant. [By V. Nikolayev] [Text] [Leningrad LENINGRADSKAYA PRAVDA in Russian 4 Jan 86 p 1] 11052

NOVOSIBIRSK METRO OPERATIONAL--(TASS)--Yesterday, trains carrying passengers ran the route of the Novosibirsk subway, the first in Siberia. The high-speed 8.5-km transport mainline connects the central portion of the city with the left-bank housing blocks. It passes through three large rayons in which the strain on city transport is especially great. The route has five stations finished using marble and white, black and red granites. Trains run the 2-km section at a many-meters-high altitude on the old subway bridge installed over the Ob and its flood plain. A metal tunnel is installed on the supports to protect [the trains] from the hard frosts and snowdrifts. The assistance of scientists in overcoming the difficulties which arose when installing the underground portion under the natural-climatic conditions of Siberia was inestimable. Special winter concreting technology was used successfully during hard frosts. Anchors were used instead of the traditional large-diameter pipe to stabilize the foundation-pit soil, resulting in a labor-intensiveness reduction and the saving of much scarce pipe. Scientists designed and turned over to the builders highly productive jack hammers and hand air drills, and they developed computer programs to calculate loads on the components. [Excerpts][Moscow GUDOK in Russian 8 Jan 86 p 1] 11052

VL-15 LOCOMOTIVE PRODUCTION PLANNED--Tbilisi (TASS)--The clack of the wheels on the switches at Khashuri Station kept on for a quarter of an hour. Those delayed at the crossing by the supertrain were in attendance at the "premier" of the line's new VL15 electric locomotive. The new locomotive will begin series production next year, after overall renovation of the enterprise is complete.

Specialists have been urging that we would soon need a locomotive which would provide for rapidly increasing the number of sections, and consequently the power as well. Tbilisi workers have heeded this forecast, and the first outlines of the next electric locomotive, which will combine the best qualities of the series-produced VL11 and the new VL15, are already on the [Kuhlman] drawing boards of the plant designers. It will ensure that we can run super-heavy trains weighing up to 10,000 tons. [Text] [Moscow GUDOK in Russian 14 Jan 86 p 1] 11052

CSO: 1829/53

MARITIME AND RIVER FLEETS

MINISTER ON RIVER TRANSPORT IN DEVELOPING WESTERN SIBERIA

Moscow VODNYI TRANSPORT in Russian 5 Oct 85 pp 1-2

[Article by L. V. Bagrov, minister of the RSFSR river fleet, under the rubric "From Congress to Congress. A Change on the Move": "Tasks of the River Transport in Further Development of the Petroleum and Gas Complex of Western Siberia"]

[Text] Development of the economy, as is known, directly depends on the existence of petroleum and gas resources. It is precisely this task, one of the basic ones today, which the resolution of the CPSU Central Committee and the USSR Council of Ministers "On Comprehensive Development of the Petroleum and Gas Industry in Western Siberia in 1986-90" calls upon to be solved. A task was set to sharply raise the efficiency and reliability of the country's fuel base.

"The petroleum and gas extractive industries are basic sectors of our economy, and the West Siberian Complex is the heart of these sectors," CPSU Central Committee General Secretary M. S. Gorbachev stated at the conference of the party and economic aktiv of Tyumen and Tomsk oblasts. This is the way the significance of this unique region is defined.

The plans of the Communist Party and the Soviet Government for 1986-90 and to the year 2000 provide for high goals in the extraction of petroleum and particularly of gas, therefore the state is directing enormous funds at mastering the West Siberian Complex.

Development of the West Siberian Complex is a matter of national concern. This is the way the party has defined the relationship of every collective to solving this important task. The majority of sectors will participate in the creative work with regard to development of the country's fuel complex and the role of all means of transportation will increase immeasurably, particularly of river transportation, which as before continues to fulfill a pioneer role in providing transport to operations during development of new, unique petroleum and gas deposits.

Rivermen of the Russian Federation have always devoted paramount attention to questions of providing transportation of cargo and passengers in regions of Western Siberia and to satisfying the requirements of the petroleum and gas industry, geologists and particularly of construction workers during the entire course of their heroic work.

Our hard labor was also invested in the successes which have been achieved. Starting with shipments of less than 1 million tons of cargo a year in the Eighth 5-year Plan, shipping companies of the Ob-Irtysh basin increased these volumes to 18 million tons in the 1985 navigation season.

During the past 10th and 11th 5-Year Plans, 152 million tons of various cargo were delivered to petroleum and gas regions of Tyumen and Tomsk oblasts, including 25 million tons to transpolar regions.

The need to ensure delivery of cargo to remote places in uninhabited regions of Tyumen and Tomsk oblasts via small rapidly shallowing northern rivers and their tributaries within a relatively brief summer period has made it necessary that rivermen of the Ob-Irtysh basin master in a brief period of time many new sectors of rivers, which were either not used for ship navigation at all or were used for occasional trips during the beginning of a spring flood. At present, rivers and tributaries such as Nadym, Kazym, Severnaya Sosva, Vasyugan, Vakh, and Agan have been transformed into reliable transportation arteries, making it possible to transport all kinds of cargo via them, including petroleum products.

Basin rivermen have the necessary dredging and other equipment for this purpose, which ensures fulfillment of work on small rivers, main routes, and under maritime conditions of the Obsko-Tazovskaya Bay. Delivery of the last group of dredgers was completed in 1985, including Yamal and Yavay dredgers with a productivity of 2,000 cubic meters per hour which were purchased through import.

The composition of the cargo and passenger transport fleet has radically changed in shipping companies. Operating at present in the Ob-Irtysh basin are pusher tugs of various capacity with large-tonnage components and barges, combined river-sea ships of increased carrying capacity which are equipped for navigation under conditions of the North, tankers of various capacity, and modern river icebreakers.

Special dry cargo vessels with carrying capacity of 300 tons, motorships with attachments, and small-capacity barges and tugs have been built for operation in lateral rapidly shallowing rivers. A highly comfortable domestically built fleet, high-speed hydrofoils and hoverships, and hydroplanes with shallow draft have been supplied for transporting passengers in the Ob and Irtysh basins.

Capital investments and physical resources were directed in the first place toward river transport projects in Western Siberia as well as in the fleet.

Construction of modern highly mechanized river ports in Tobolsk, Tomsk, Surgut, Nefteyugansk, Nizhnevartovsk, Nadym, Salekhard, Urengoy, Strezhevoy and Sergino is nearing completion in regions of Tyumen's north and Tomsk Oblast.

This has created conditions for highly productive loading and unloading work. River ports are equipped with highly productive cranes, including cranes of increased lifting capacity for loading and unloading heavy loads, and various machines and equipment, a large number of which are delivered by river vessels

to the North. The available concrete paved areas and covered storehouses make it possible to accept and accumulate cargo in the course of a year for subsequent delivery to various places during the navigation period.

For the purpose of maintenance and repair of a large fleet, ship repair yards and shipyards in Omsk, Tyumen, Tobolsk, Moryakovka, and Samus were modernized, the Irtysh and Surgut Repair and Operations Bases [REB] were rebuilt, and floating repair workshops were delivered to Salekhard and other places in the North. The Tarskaya REB of the fleet is being built again.

A considerable quantity of housing, sociocultural and public health projects, and educational institutions are being constructed and trade network is being expanded in the Ob-Irtysh basin. During the past two 5-year plans alone, R1.4 billion were invested in the development of the material and technical base of the West Siberian Economic Region's river transport.

Virtually all educational centers of the Ministry of the River Transport, which are located in the European part of the USSR, have been training and assigning engineering and technical personnel to the basin, including navigators, ship mechanics, river port machine operators, and other specialists. Excellent specialists have appeared in shipping companies and BUPs--[Basin Waterway Administrations]--initiators of many leading innovations such as Valentin Semenovich Manakov, captain of the OT-2402 of the West Siberian River Shipping Company, Hero of Socialist Labor, and USSR state prize laureate; Vladimir Petrovich Cherepanov, captain of the OT-2404 of the same shipping company and holder of the Friendship of Peoples and October Revolution Orders; and Leonid Ivanovich Sokolov, captain of the OT-2024 of the Ob-Irtysh United Shipping Company and USSR state prize laureate.

The immensity of the tasks which have been set requires that rivermen appraise in a new way the state of affairs with provision of transportation to petroleum and gas regions of Tyumen and Tomsk oblasts; improve the use of physical and manpower resources, which are available to us; put everything in order; and change effectively when necessary the program for the building of the fleet and coastal facilities, as is required, for example, by further increase in the volumes of cargo transportation via small rivers.

Collectives of the Ob-Irtysh United and West Siberian River Shipping Companies and river ports and crews of the transport fleet must now adopt additional measures, under autumn navigation conditions which have become complicated, aimed at fulfilling and overfulfilling 1985 tasks for delivering cargo to petroleum and gas regions not only with regard to the volume as a whole but also with regard to every direction by devoting attention to transpolar regions and by bearing in mind the necessity of providing a reserve for further development of the complex in the 12th 5-Year Plan. Despite extremely difficult conditions, hope has not been lost in fulfilling the task set by the government for delivery of cargo to Yamburg.

At the same time, it is necessary to strictly follow a change in the meteorological condition, particularly in areas of the Obsko-Tazovskaya Bay in order to prevent unplanned wintering of the fleet.

As in the past, prompt solution of long-range questions will be of important significance.

Particular attention should be devoted to completion of work on capital construction projects--commissioning of the Nizhnevartovsk Port, underway complexes in Nadym, Sergino and Labytnangi Ports, berths of the Mingazprom in Yamburg, ship hull shops of the Tyumen Ship Repair and Shipbuilding Yard, the Tobolsk Fleet Repair and Operations Base, housing, and other sociocultural projects.

Preparation of projects of the Yamburg Port for the 1986 navigation season requires more detailed control. Workers of the Ob-Irtysh United Shipping Company, the Irtysh BUP and the 21st detachment of the Podvodrechstroy must fulfill all subcontractual work ahead of time, with high quality, and in accordance with agreements as well as make efforts to see that territorial organizations of the Minpromstroy, the Mingazprom and the Minneftegazstroy would by June 1 of next year complete construction and installation work on berths, storage areas, and roads for receiving the full volume of cargo.

Studies by the sector's scientific research and planning institutes of the prospects for development of river transport enterprises in the Ob-Irtysh basin, for the most part, correctly orient shipping companies, basin administrations of the waterways, and other organizations of the river fleet toward quantitative as well as qualitative changes in the volumes of cargo transportation in the 12th 5-Year Plan compared to those achieved during the 11th 5-Year Plan. It is necessary only to make urgent adjustments in them based on the tasks that have been set forth.

At the same time, it cannot but be taken into account that accelerated construction of new railway line sectors such as the Urengoy-Yamburg, development of operating railroads, and construction of stations and approach lines to industrial projects, which have been provided for by instruction documents, will in the near future free river transport from a part of traditional cargo flows of general small-batch cargo, cement, reinforced concrete products, metal, and other products.

However, the orientation of some consigners and consignees toward working for the most part with regard to cargo delivery only by railway transport as of 1986 is erroneous and unrealistic in our opinion. The USSR Gosplan and the USSR Gossnab should by taking into account the capacity of all means of transportation in the region establish volumes of transport operations of sectors in the 12th 5-Year Plan. Through its basic transshipping ports (Omsk, Tobolsk and Novosibirsk), river transport can accept for mixed railway-waterway delivery additional volumes of concrete, bricks, cement, and other bulk and baled cargo.

Transportation of construction cargo will increase in the long term.

Gravel and sand mixture of Pechora deposits will be transshipped in increasing volumes through Labytnangi Port. After completion of modernization of the crushing and sorting plant in Kharp Settlement, up to 1.5 million tons of crushed rock can be provided for shipment to Tyumen Oblast. Large volumes of crushed rock and gravel and sand mixture from the Polunochnoye Ores Administration in Sverdlovsk Oblast will arrive for transshipment through Sergino Port.

The Irtysh Shipping Company must organize shipment of crushed rock from the Makinsky Crushed Rock Plant in Kokchetav Oblast with transshipment in Omsk Port.

During the 1985 navigation season, the Main Cargo Administration and the West Siberian River Shipping Company organized long-term shipments of metallurgical slag from the West Siberian and Kuznetsk Metallurgical Combines for petroleum workers with transfer from railcars to river vessels in Novosibirsk and Tomsk Ports. Approximately 800,000 tons of it will be delivered during the course of the navigation season.

The need of petroleum and construction workers for it is virtually unlimited, and the volumes of shipments may increase in the near future to 2-3 million tons. However, in order to master this quantity it is necessary to secure fundamental consent of the MPS to organize acceptance of metallurgical slag from the Chelyabinsk Plant with transshipment in Omsk Port.

In the 12th 5-Year Plan great possibilities will open for shipping crushed rock by direct mixed railway-waterway method from construction materials industry enterprises in the Urals with transshipment in Tobolsk Port.

The main thing in development of construction cargo transportation is organization of its acceptance in river ports. In this case it is necessary to think through the question and to accept construction materials by way of accumulation during the off-season period.

Shipping companies and ports of the Ob-Irtysh basin must intensify prospecting and extraction of nonmetallic materials from river and lake channels. This important work must not be relaxed for a single day, especially since shipping companies have powerful equipment for the extraction of sand and gravel.

To provide nonmetallic building materials to enterprises and organizations of the West Siberian Petroleum and Gas Complex, shipping companies and the Ob and Irtysh Basin Administrations of Waterways must ensure development in 1987-89 of channel nonmetallic building material deposits in the area of Tomsk with commissioning of capacities for the extraction of more than 10 million m³ of sand and gravel mass a year and of 3 million m³ planned capacity a year on the Sob River in Tyumen Oblast.

The Sibgiprorchtrans and the Giprorchtrans [State Planning Institute for River Transport] must complete in 1985 the working out of plans for development of the aforementioned deposits, together with shipping companies coordinate them with controlling organizations, and present them to the ministry for confirmation in the first quarter of 1986.

The volume of cargo shipments via small rivers will increase considerably. Thus, in 1985 some 25 million tons of various cargo will be delivered via them for the needs of petroleum and gas workers, geologists, and construction workers. The difficulty in mastering the aforementioned shipments makes it incumbent upon the Ob-Irtysh United and West Siberian River Shipping Companies and basin administrations of waterways to begin work now with regard to development

of new additional sectors of northern rivers, in places where geologists, drillmen, and operations workers experience a need in this. The top priority of this work is obvious, departmental interests are impermissible here. It must be borne in mind that if river men fail to deliver, then deliveries will be made by motor transport and aviation at a considerably greater expense.

For accelerating the replenishment of shipping companies with small-capacity fleet, it is necessary to speed up the construction of an automated shipbuilding shop on the basis of imported equipment in the Samus REB of the fleet.

It is necessary to solve together with the Mingazprom, the Mintransstroy, and the Ministry of Railways the question of constructing approach lines to the Nadym, Urengoy and Yamburg Ports with the aim of organizing transportation of cargo through these ports by means of direct mixed railway-waterway transportation.

Certainly, the creation of economic incentive in the development of shipments by small-capacity fleet, particularly in the east of the country, will be of great significance, it is precisely because of this that the TsNIIIEVT and corresponding administrations of the ministry should participate most actively in the working out by the USSR State Committee on Prices of new rates for cargo shipment via small rivers.

At the same time, the new rates should interest shippers in turning over shipments to river fleet enterprises instead of maintaining their own costly river vessels. The work of the Ministry of the River Fleet under conditions of the economic experiment should, first of all, stimulate the development of shipments via small rivers.

For successful solution of these tasks, the operations staff of shipping companies must develop transportation and technological systems for ensuring shipment of cargo to every lateral river and to provide in them for securing service spheres for ports, the volume of route and contraction work, registration and, when necessary, also transfer to the balance of ports of small-capacity fleet, the order for staffing ships with personnel, and other questions. Only strict regulation of this responsible work will yield success.

Shipping companies must adopt measures aimed at accelerating completion of construction of river ports. It is already necessary to begin staffing the operations staff today and master work for next year's navigation season.

Owing to a change in the nature of operations of river ports, it is expedient to begin placing in service now, without wasting time, the work experience of Omsk and Tomsk port workers, which merits attention, as well as of the Osetrovo Port, which has abundant experience in processing covered railcars.

Successful transport operations are determined to a great extent by the level and organization of loading and unloading work on the berths of consignors and consignees. The demands of rivermen to workers of the petroleum and gas complex with regard to development of departmental berths and equipping them with modern means of mechanization are timely at present as never before. In this is a factor of no small importance of raising work productivity in the entire transportation chain.

The volumes of delivery of various kinds of petroleum products to petroleum and gas regions and particularly to transpolar regions have been increasing year after year. The RSFSR Goskomnefteprodukt must solve the questions of additional construction of capacities for accepting petroleum products in Salekhard, Surgut, Khanty-Mansiysk, and other places. It is time to concentrate in the hands of the RSFSR Goskomnefteprodukt the numerous bases of various departments and to put things in order in questions with regard to storage and utilization of petroleum products and centralization of orders for their shipment.

Active development of northern deposits of Yamal will begin in the 12th 5-Year Plan. In this connection the Giprorechtrans must study the participation by the river fleet in its development and look into questions with regard to development of berthing facilities in the Novyy Port area in coordination with the railroad line, construction of which will begin in 1986. The Planning and Economic Administration of the MRF must take into account in its tasks the further shift of work with regard to development of petroleum and gas deposits to the north, including to Gydanskiy Peninsula. This will require prompt arrangement for construction of river-sea navigation vessels adapted to the north.

It is also necessary to take into consideration the positive work experience with regard to acceptance of pipes in Obsko-Tazovskaya Bay from seagoing motorships and their delivery to consumers by river vessels. During the 1985 navigation season, already 350,000 tons of large diameter pipes have been transshipped and delivered to construction workers according to this method. This is an unquestionable success of joint creative labor of rivermen of the Ob-Irtysh United Shipping Company, transport vessel crews of the USSR Minmorflot and builders of gas main lines of the north. Such work practice is also not precluded during development of deposits on Yamal Peninsula, where work conditions will be considerably more difficult.

Great and responsible tasks face the basin's ship repair and shipbuilding industry in the 12th 5-Year Plan. Intensive replenishment of shipping companies and basin administrations of waterways with various ships has required that collectives of plants and fleet repair and operations bases considerably increase the volume of work with regard to maintenance of ships in normal technical condition this hampers shipbuilding and production of spare parts for the fleet.

Directive organs, in noting the lag in reequipment of our plants and shops, have demanded fundamental work reorganization of the industry and have rendered us extensive practical assistance by allocating modern machine tools and equipment. The task consists in implementing as of 1986 the outlined measures for broad introduction of scientific and technical achievements at our enterprises and concentration and specialization of production.

The MRF order of 22 April 1985 outlines a broad program of measures for developing the basin's industrial enterprises, including commissioning of mechanized flow lines for primary working of rolled sheet metal at the Tyumen Plant and in Samus, organizing sectors for restoring components of ship mechanisms by the gas heat spraying method, modernizing ship hoisting facilities at some plants and REB's, and modernizing shops and facilities. Industrial enterprises will be supplied with a large quantity of machine tools with NC [numerical control programming].

The tasks with regard to further development of transportation of cargo and passengers in the Ob-Irtysh basin require closest attention to solving the question of retaining personnel in this region.

During the 12th 5-Year Plan, the questions of construction of housing and sociocultural projects in the Ob-Irtysh basin for workers of the fleet, ports and ship repair enterprises will be of paramount significance. Therefore, in the draft plan for economic and social development the capital investments in such construction in regions of Western Siberia are allocated in a priority order compared with other basins.

The task consists in one thing--increasing technical construction capacities for mastering the planned volumes of construction.

Under conditions of a large increase of construction work at projects of the petroleum and gas complex, rivermen cannot count on the assistance of construction workers. It is precisely because of this that attention of supervisors of river transport enterprises should be devoted to developing their own construction and installation subdivisions, supplying them with equipment, and rendering all possible assistance to them.

Rivermen of Western Siberia have all conditions for satisfying more fully the requirements of petroleum and gas industry workers in transporting cargo. A guarantee of this are the highly skilled cadres of navigators, railway engineers, port workers, and ship repair workers.

In welcoming the 27th CPSU Congress, river transport workers of the Russian Federation will work hard in solving the great tasks which were set before them.

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